2025 Results

HCS Arterial Planning Results - 2025 P.M. Peak Hour

Exterior Roadways

Aquarius Drive

	BLWWIT	NG ANALYSI	IS				
Analyst: Konda	la Rao Ma	antri					
Agency/Co.: Stanl	/Co.: Stanley Consultants, Inc						
ate Performed: 5/9/2006							
Analysis Time Period: P.M. Peak Hour							
Urban Street: Aquarius Drive							
Direction of Travel:							
Jurisdiction: Mohave County, AZ							
Analysis Year: 2025							
Project ID: Golden Valley R	anch Mast	ter Traffi	lc Study				
ılı	raffic Cl	haracteris	stice				
Annual average daily traffic	•	26000	vpd				
Planning analysis hour facto	-	0.090					
Directional distribution fac	tor, D	0.500					
Peak-hour factor, PHF		0.900					
Adjusted saturation flow rate		1800	pcphgpl				
Percent turns from exclusive	lanes	50	8				
Roa	dway Cha:	racteristi	.Cs				
Number of through lanes one	direction	n, N 2					
Free flow speed, FFS		40	mph				
Urban class		2					
Section length		4.60) miles				
Median		No					
Left-turn bays		Yes					
Sico	nal Char:	acteristic	20				
	nai Chai	accertacic	.5				
Gionalized intercontions							
Signalized intersections		2					
Arrival type, AT		3					
Arrival type, AT Signal type ($k = 0.5$ for plan	nning)	3 Actuated					
Arrival type, AT Signal type ($k = 0.5$ for place Cycle length, C	nning)	3 Actuated 90.0	sec				
Arrival type, AT Signal type ($k = 0.5$ for plan	nning)	3 Actuated	sec				
Arrival type, AT Signal type ($k = 0.5$ for place Cycle length, C	nning) Resu	Actuated 90.0 0.600	sec				
Arrival type, AT Signal type ($k = 0.5$ for place Cycle length, C	Resul	Actuated 90.0 0.600	_				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C	Resul	3 Actuated 90.0 0.600	vpd				
Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic	Resul	3 Actuated 90.0 0.600 lts	vpd vph				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume	Resui	3 Actuated 90.0 0.600 lts	vpd				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume	Resui	3 Actuated 90.0 0.600 lts	vpd vph vph				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow	Resui	3 Actuated 90.0 0.600 Ats	vpd vph vph v				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow Running time	Resui	3 Actuated 90.0 0.600 Ats	vpd vph vph v				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow : Running time v/c ratio	Resui	3 Actuated 90.0 0.600 lts	vpd vph vph v sec				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow : Running time v/c ratio Through capacity	Resui	3 Actuated 90.0 0.600 lts	vpd vph vph v sec				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow : Running time v/c ratio Through capacity Progression factor, PF	Resui	3 Actuated 90.0 0.600 Ats	vpd vph vph v sec vph				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay	Resui	3 Actuated 90.0 0.600 Ats	vpd vph vph v sec vph				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	Resui	3 Actuated 90.0 0.600 Ats	vpd vph vph v sec vph				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	Resui	3 Actuated 90.0 0.600 Ats	vpd vph vph v sec vph sec				
Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Resui	3 Actuated 90.0 0.600 Ats	vpd vph vph v sec vph sec sec sec				

Aztec Road

	PLANN]	NG ANALYS	IS			
Analyst:	Kondala Rao N					
Agency/Co.:	Stanley Const	ıltants, I	nc.			
Date Performed:	5/9/2006					
Analysis Time Period:						
Urban Street:	Aztec Road					
Direction of Travel:						
Jurisdiction:	Mohave County	z. AZ				
Analysis Year:	2025	,				
Project ID: Golden Va		ster Traff	ic Study			
	Traffic (Characteri	stics			
Annual average daily t	raffic, AADT	44000	vpd			
Planning analysis hour		0.090				
Directional distributi	on factor, D	0.500				
Peak-hour factor, PHF		0.900				
Adjusted saturation fl	ow rate	1800	pcphgpl			
Percent turns from exc	lusive lanes	50	%			
	Roadway Cha	aracterist	ics			
	-1					
Number of through lane	s one direction		_			
Free flow speed, FFS		45	mph			
Urban class		2				
Section length		4.4		es		
Median		Yes				
Left-turn bays		Yes				
Signal Characteristics						
	Signal Cha	racteristi	cs			
Cianalized interposition			cs			
Signalized intersectio		2	cs			
Arrival type, AT	ns	2 3				
Arrival type, AT Signal type (k = 0.5 f	ns	2 3 Actuated				
Arrival type, AT Signal type (k = 0.5 f Cycle length, C	ns or planning)	2 3 Actuated 90.0				
Arrival type, AT Signal type (k = 0.5 f	ns or planning)	2 3 Actuated				
Arrival type, AT Signal type (k = 0.5 f Cycle length, C	ns or planning)	2 3 Actuated 90.0 0.600				
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio,	ns or planning) g/CResu	2 3 Actuated 90.0 0.600	sec			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t	ns or planning) g/CResu	2 3 Actuated 90.0 0.600	sec vpd			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume	ns or planning) g/C Resu	2 3 Actuated 90.0 0.600 alts	sec vpd vph			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol	ns or planning) g/C Resuraffic, AADT ume	2 3 Actuated 90.0 0.600 alts	sec vpd vph vph			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min.	ns or planning) g/C Resuraffic, AADT ume	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100	sec vpd vph vph vph			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time	ns or planning) g/C Resuraffic, AADT ume	2 3 Actuated 90.0 0.600 alts	sec vpd vph vph			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio	ns or planning) g/C Resuraffic, AADT ume	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34	sec vpd vph vph v			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240	sec vpd vph vph vph			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240 1.000	vpd vph vph vph v sec vph			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0	sec vpd vph vph v			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950	vpd vph vph vph v sec vph			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac Incremental delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950 0.3	sec vpd vph vph v sec vph sec sec			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac Incremental delay Control delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950 0.3 9.3	vpd vph vph v sec vph sec sec sec/v			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac Incremental delay Control delay Total travel speed, Sa	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950 0.3 9.3 42.7	sec vpd vph vph v sec vph sec sec			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac Incremental delay Control delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950 0.3 9.3	vpd vph vph v sec vph sec sec sec/v			

Bacobi Road

Analyst: Kondala Rao Magency/Co.: Stanley Constitute Performed: 5/9/2006 Analysis Time Period: P.M. Peak Hourban Street: Bacobi Road Direction of Travel: Jurisdiction: Mohave Count Analysis Year: 2025 Project ID: Golden Valley Ranch Magency/Constitute Project Ranch Magency/Constitute Project Ranch Magency/Constitute Ranch Magency/Constitute Project Ranch Magency/Co.: Stanley Constitute Project Ranch Ra	ultants, In ur y, AZ	ac
Traffic	Characteris	stics
Annual average daily traffic, AADT Planning analysis hour factor, K Directional distribution factor, D Peak-hour factor, PHF Adjusted saturation flow rate Percent turns from exclusive lanes	37000 0.090 0.500 0.900 1800	vpd pcphgpl
Percent turns from exclusive lames	50	8
Roadway Ch	aracteristi	cs
Number of through lanes one direction Free flow speed, FFS Urban class Section length Median Left-turn bays	on, N 2 45 2 4.40 Yes Yes	mph miles
Signal Cha:	racteristic	es
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600	sec
Res	ults	
Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	37000 3330 1665 925 352.0 0.43 2160 1.000 9.7 0.906 0.6 10.3 42.5	vpd vph v sec vph sec sec sec/v mph
Total urban street LOS	A	

Colorado Road

P	ANNING ANALYSIS				
	ao Mantri				
	onsultants, Inc				
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Hour					
Urban Street: Colorado					
Direction of Travel:					
Jurisdiction: Mohave C	untv. AZ				
Analysis Year: 2025					
Project ID: Golden Valley Ranc	Master Traffic Study				
Traf	ic Characteristics				
Annual average daily traffic, A	DT 20000 vpd				
Planning analysis hour factor,	-				
Directional distribution factor					
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800 pcphgpl				
Percent turns from exclusive la					
refeele ballib from exerabive fa	.cb				
Roadwa	Characteristics	M. M. J.			
Number of through lanes one dir	ction, N 2				
Free flow speed, FFS	45 mph				
Urban class	2 mpn				
Section length	4.60 miles				
Median	Yes				
Left-turn bays	Yes				
Signal	Characteristics				
01	2				
Signalized intersections	2				
Arrival type, AT	3				
Signal type $(k = 0.5 \text{ for planni})$					
Cycle length, C	90.0 sec				
Effective green ratio, g/C	0.600				
	Results				
	_				
Annual average daily traffic, A	_				
Two-way hourly volume	1800 v ph				
Hourly directional volume	900 vph				
Through-volume 15-min. flow rat	500 v				
Running time	368.0 sec				
v/c ratio	0.23				
Through capacity	2160 vph				
Progression factor, PF	1.000				
Uniform delay	8.4 sec				
Filtering/metering factor, I	0.982				
Incremental delay	0.2 sec				
-					
Control delay	8.6 sec/v				
Control delay Total travel speed, Sa	8.6 sec/v				
Control delay Total travel speed, Sa Total urban street LOS	_				

Sacramento Road

	PLANNIN	G ANALY	SIS			
Analyst: Kondala	- a Rao Ma		_			
Agency/Co.: Stanley	o.: Stanley Consultants, Inc					
eate Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Sacrame						
Direction of Travel:						
Jurisdiction: Mohave	County,	AZ				
Analysis Year: 2025						
Project ID: Golden Valley Ra	nch Mast	er Traf	fic	Study		
Tra	affic Ch	aracter	isti	cs		
		40000		-		
Annual average daily traffic,		18000	v	od		
Planning analysis hour factor		0.090				
Directional distribution factor	or, D	0.500				
Peak-hour factor, PHF		0.900				
Adjusted saturation flow rate		1800	_	phgpl		
Percent turns from exclusive	Lanes	50	8			
Road	way Char	acteris	tics			
Number of through lanes one d	irection	, N 2				
Free flow speed, FFS		40		mph		
Urban class		2		2		
Section length			00	miles		
Median		Ye				
Left-turn bays		Ye				
Signa	al Chara	cterist	ics			
	ar chara	.0001100				
Signalized intersections		2				
Arrival type, AT		3				
Signal type $(k = 0.5 \text{ for plane})$	ning)	Actuate	:d			
Cycle length, C		90.0	s	ec e		
Effective green ratio, g/C		0.600			•	
	Resul	ts				
Annual average daily traffic,	ייירו א	18000	37	v4		
Two-way hourly volume	אר ד	18000 1620		od oh		
Hourly directional volume						
-		810		oh .		
Through-volume 15-min. flow ra		450	v			
Running time		450.0	8	ec		
v/c ratio		0.21		\h		
Through capacity		2160	v	oh .		
Progression factor, PF		1.000	_	\a_		
Uniform delay		8.2	s	ec		
Filtering/metering factor, I		0.986				
Incremental delay		0.2		eC /		
Control delay		8.4		ec/v		
Total travel speed, Sa		38.6	m	oh		
Total urban street LOS		A				

Shinarump Drive

PL	ANNING ANALYS	IS			
Analyst: Kondala R					
Agency/Co.: Stanley Consultants, Inc					
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Hour					
Urban Street: Shinarump	Drive				
Direction of Travel:					
Jurisdiction: Mohave Co	untv. AZ				
Analysis Year: 2025					
Project ID: Golden Valley Ranch	Master Traff:	ic Study			
Traff	ic Characteria	stics			
		•			
Annual average daily traffic, AA		vpd			
Planning analysis hour factor, K					
Directional distribution factor,					
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lan	es 50	8 6			
Roadway	Characterist	ics			
Number of theread lead and disc	-t-i 27 2				
Number of through lanes one dire		. 7 -			
Free flow speed, FFS	45	mph			
Urban class	2				
Section length	5.0				
Median	Yes				
Left-turn bays	Yes				
Signal	Characteristic	cs			
Signalized intersections	2				
Arrival type, AT	3				
Signal type (k = 0.5 for planning					
Cycle length, C	90.0				
Effective green ratio, g/C	0.600	sec			
Affective green facto, g/c	0.000				
	Results				
Annual average daily traffic, AA	DT 26000	vpd			
Two-way hourly volume	2340	vph			
Hourly directional volume	1170	vph			
Through-volume 15-min. flow rate		v			
Running time	400.0	sec			
v/c ratio	0.20				
Through capacity	3240	vph			
Progression factor, PF	1.000	F			
Uniform delay	8.2	sec			
Filtering/metering factor, I	0.988				
Incremental delay	0.1	sec			
Control delay	8.3	sec/v			
concret deray	0.5	200/ V			
Total travel speed Sa	43 2	mph			
Total travel speed, Sa Total urban street LOS	43.2 A	mph			

Tombstone Trail

	PLANN	ING ANALYS	IS			
Analyst:	Kondala Rao N					
Agency/Co.:	Stanley Consultants, Inc					
Date Performed:	te Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Hour						
Urban Street:						
Direction of Travel:						
Jurisdiction:	Mohave County	, AZ				
Analysis Year:	2025					
Project ID: Golden Val	lley Ranch Mas	ster Traff	ic Study			
	Traffic (Characteris	stics			
Annual arrange doils to	aceta nano	8000	d			
Annual average daily to		8000	vpd			
Planning analysis hour		0.090				
Directional distribution	on ractor, D	0.500				
Peak-hour factor, PHF		0.900	nanhani			
Adjusted saturation flo		1800	pcphgpl			
Percent turns from exc	Lusive lanes	50	*			
	Roadway Cha	aracterist	ics	•		
Number of through lanes	s one directio	on, N 2				
Free flow speed, FFS		40	mph			
Urban class		2				
Section length		8.00	0 miles			
Median		Yes				
Left-turn bays		Yes				
_	Signal Char	racteristio	ce			
	brgnar cnar	accerraci	<u> </u>			
Signalized intersection	ns	2				
Arrival type, AT		3				
Signal type $(k = 0.5 fc$	or planning)	Actuated				
Cycle length, C		90.0	sec			
Effective green ratio,	- 10					
	g/C	0.600				
	g/C Resi					
	Resu	ılts				
Annual average daily to	Resu	11ts	vpd			
Two-way hourly volume	Resu	11ts 8000 720	vph			
Two-way hourly volume Hourly directional volume	Resucaffic, AADT	8000 720 360	vph vph			
Two-way hourly volume Hourly directional volume Through-volume 15-min.	Resucaffic, AADT	8000 720 360 200	vph vph v			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	Resucaffic, AADT	8000 720 360 200 720.0	vph vph			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	Resucaffic, AADT	8000 720 360 200 720.0 0.09	vph vph v sec			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	Resucaffic, AADT	8000 720 360 200 720.0 0.09 2160	vph vph v			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	Resucaffic, AADT	8000 720 360 200 720.0 0.09 2160 1.000	vph vph v sec			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	Resuraffic, AADT nme flow rate	8000 720 360 200 720.0 0.09 2160 1.000 7.6	vph vph v sec			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering face	Resuraffic, AADT nme flow rate	8000 720 360 200 720.0 0.09 2160 1.000 7.6 0.998	vph vph v sec vph			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay	Resuraffic, AADT nme flow rate	8000 720 360 200 720.0 0.09 2160 1.000 7.6 0.998 0.1	vph vph v sec vph			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering face Incremental delay Control delay	Resuraffic, AADT nme flow rate	8000 720 360 200 720.0 0.09 2160 1.000 7.6 0.998 0.1	vph vph v sec vph sec			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay Total travel speed, Sa	Resuraffic, AADT nme flow rate	8000 720 360 200 720.0 0.09 2160 1.000 7.6 0.998 0.1	vph v sec vph sec sec			
Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering face Incremental delay Control delay	Resuraffic, AADT nme flow rate	8000 720 360 200 720.0 0.09 2160 1.000 7.6 0.998 0.1	vph v sec vph sec sec sec			

Interior Roadways

Aztec Road Extension

	PLANN	ING ANALYSI	s				
Analyst:	Kondala Rao M						
Agency/Co.: Stanley Consultants, Inc							
Date Performed:	· · · · · · · · · · · · · · · · · · ·						
Analysis Time Period: P.M. Peak Hour							
Urban Street: Aztec Road Extension							
Direction of Travel:							
Jurisdiction: Mohave County, AZ							
Analysis Year:							
Project ID: Golden Val		ster Traffi	c Study				
	Traffic (Characteris	tics				
Annual arrayaa daila ta	ooffia AADE	41000	d				
Annual average daily to		41000	vpd				
Planning analysis hour		0.090					
Directional distribution Peak-hour factor, PHF	on lactor, D	0.500					
	w rata	0.900	nanhan	٦			
Adjusted saturation flo		1800	pcphgp	'			
Percent turns from excl	lusive lanes	50	ક				
	Roadway Cha	aracteristi	cs				
Number of through lanes	one direction	on, N 3					
Free flow speed, FFS		45	m	ph			
Urban class		2		-			
Section length		2.30	m	iles			
Median		Yes					
Left-turn bays		Yes					
	Signal Char	acteristic	s				
	_						
Signalized intersection	ıs	2					
Arrival type, AT		3					
Signal type $(k = 0.5 fc)$	or planning)	Actuated					
Cycle length, C		90.0	sec				
Effective green ratio,	g/C	0.600					
•	Resu	ılts					
Annual average daily to	raffic, AADT	41000	vpd				
Two-way hourly volume	•	3690	vph				
Hourly directional volu	ıme	1845	vph				
Through-volume 15-min.		1025	v				
Running time		184.0	sec				
v/c ratio		0.32					
Through capacity		3240	vph				
Progression factor, PF		1.000	·				
Uniform delay		8.9	sec				
Filtering/metering fact	or. I	0.958					
Incremental delay	, -	0.2	sec				
Control delay		9.1	sec/v				
Total travel speed, Sa		40.9	mph				
Total urban street LOS		40.9 A	""D11				
TOCAL GINGE BUILDED TOO		4.3					

Bacobi Road Extension

	PLANNI	ING ANALYS	TS	
Analyst:	Kondala Rao M			- · · · ·
	Stanley Consu		nc	
- -:	5/9/2006	irodiioo, r		
	P.M. Peak Hou	ייי		
-	Bacobi Road E			
Direction of Travel:	Dacobi Road r	excension		
	Malana	- 14 12		
	Mohave County	, AZ		
-	2025			
Project ID: Golden Val	ley kanch Mas	ster Traff	ic Study	
	Traffic (Characteri	stics	
Annual average daily tr	affic, AADT	40000	vpd	
Planning analysis hour	factor, K	0.090		
Directional distributio	n factor, D	0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flo	w rate	1800	pcphqpl	
Percent turns from excl		50	8	
	Roadway Cha	aracterist	ics	
Number of through lanes	one directio	on, N 2		
Free flow speed, FFS	0110 011000110	35	mph	
Urban class		3	III <u>D</u> II	
Section length		0.6	0 mile	g.
Median		No.0	o mile	
		Yes		
Left-turn bays				
		100		
	Signal Char		cs	
Signalized intergoation		racteristi	cs	
Signalized intersection		racteristi 2	cs	
Arrival type, AT	s	racteristi 2 3		
Arrival type, AT Signal type $(k = 0.5 \text{ fo})$	s	racteristi 2 3 Actuated		
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C	s r planning)	cacteristi 2 3 Actuated 90.0		
Arrival type, AT Signal type $(k = 0.5 \text{ fo})$	s r planning)	racteristi 2 3 Actuated		
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C	s r planning)	2 3 Actuated 90.0 0.600		
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio,	s r planning) g/C Resu	2 3 Actuated 90.0 0.600	sec	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr	s r planning) g/C Resu	2 3 Actuated 90.0 0.600		
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume	s r planning) g/C Resu affic, AADT	2 3 Actuated 90.0 0.600	sec	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu	s r planning) g/C Resu affic, AADT	acteristi 2 3 Actuated 90.0 0.600 alts 40000	sec vpd	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min.	s r planning) g/C Resu affic, AADT	2 3 Actuated 90.0 0.600 ults	sec vpd vph	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time	s r planning) g/C Resu affic, AADT	2 3 Actuated 90.0 0.600 alts 40000 3600 1800	sec vpd vph vph	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min.	s r planning) g/C Resu affic, AADT	2 3 Actuated 90.0 0.600 alts 40000 3600 1800 1000	sec vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time	s r planning) g/C Resu affic, AADT	2 3 Actuated 90.0 0.600 alts 40000 3600 1800 1000 67.2	sec vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time v/c ratio	s r planning) g/C Resu affic, AADT	2 3 Actuated 90.0 0.600 alts 40000 3600 1800 1000 67.2 0.49	vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time v/c ratio Through capacity	s r planning) g/C Resu affic, AADT	2 3 Actuated 90.0 0.600 alts 40000 3600 1800 1000 67.2 0.49 2050	vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	s r planning) g/C Resu affic, AADT me flow rate	2 3 Actuated 90.0 0.600 alts 40000 3600 1800 1000 67.2 0.49 2050 1.000	vpd vph vph v sec vph	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact	s r planning) g/C Resu affic, AADT me flow rate	2 3 Actuated 90.0 0.600 11ts 40000 3600 1800 1000 67.2 0.49 2050 1.000 10.2 0.867	vpd vph vph v sec vph	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay	s r planning) g/C Resu affic, AADT me flow rate	2 3 Actuated 90.0 0.600 1lts 40000 3600 1800 1000 67.2 0.49 2050 1.000 10.2 0.867 0.7	vpd vph vph v sec vph sec	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay Control delay	s r planning) g/C Resu affic, AADT me flow rate	Actuated 90.0 0.600 18ts 40000 1800 1000 67.2 0.49 2050 1.000 10.2 0.867 0.7 10.9	vpd vph vph v sec vph sec sec sec/v	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay	s r planning) g/C Resu affic, AADT me flow rate	Actuated 90.0 0.600 18ts 40000 1800 1000 67.2 0.49 2050 1.000 10.2 0.867 0.7	vpd vph vph v sec vph sec	

Centennial Road Extension

	PLANNI	NG ANALYSI	IS .			
Analyst: K	ondala Rao M		***************************************			
Agency/Co.: Stanley Consultants, Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Centennial Road Extension						
Direction of Travel:						
Jurisdiction: M	ohave County	, AZ				
Analysis Year: 2	025					
Project ID: Golden Vall	ey Ranch Mas	ster Traffi	ic Study			
	Traffic (Characteris	stics			
Annual average daily tra	ffia AADT	30000	ımd			
Planning analysis hour f		30000 0.090	vpd			
Directional distribution		0.500				
Peak-hour factor, PHF	ractor, D	0.900				
Adjusted saturation flow	rate	1800	pcphgpl			
Percent turns from exclu		50	& bcbu3b1			
referre curns from exclu	sive lanes	50	•			
	_Roadway Cha	ıracteristi	ics			
Number of through lanes	one directio	on, N 2				
Free flow speed, FFS		35	mph			
Urban class		3	•			
Section length		1.00) miles			
Median		Yes				
Left-turn bays		Yes				
	Signal Char	acteristic	CS			
		_				
Signalized intersections		2				
Arrival type, AT		3				
Signal type (k = 0.5 for	planning)	Actuated				
Cycle length, C		90.0	sec			
Effective green ratio, g	/c	0.600				
	Resu	ılts				
Annual average daily tra	ffic. AADT	30000	vpd			
Two-way hourly volume	rrre, mbr	2700	vph			
Hourly directional volum	Θ.	1350	vph			
Through-volume 15-min. f		750	v			
Running time	10# 1446	103.0	sec			
v/c ratio		0.35	500			
Through capacity		2160	unh			
Progression factor, PF		1.000	vph			
Uniform delay			505			
Filtering/metering facto	r T	9.1 0.947	sec			
	⊥, ⊥		587			
Incremental delay		0.4	sec			
Control delay		9.5	sec/v			
Total travel speed, Sa		29.5	mph			
Total urban street LOS		В				

Cerbat Road Extension

PL	ANNING ANALYS	IS			
Analyst: Kondala R					
Agency/Co.: Stanley Consultants, Inc					
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Hour					
Urban Street: Cerbat Ro	ad Extension				
Direction of Travel:					
Jurisdiction: Mohave Co	unty, AZ				
Analysis Year: 2025					
Project ID: Golden Valley Ranch	Master Traff:	ic Study			
Traff	ic Characteria	stics			
Annual average daily traffic, AA	DU 10000	amad			
Planning analysis hour factor, K		vpd			
Directional distribution factor,					
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lan		% bebuaht			
LOLOGIC PULLS FIOM CACIABIVE TUR	CB 50				
Roadway	Characterist	ics			
Number of through lanes one dire	ction, N 2				
Free flow speed, FFS	35	mph			
Urban class	3	<u>-</u>			
Section length	1.00	0 miles			
Median	No				
Left-turn bays	Yes				
Signal	Characteristic	CS			
Signalized intersections	2				
Arrival type, AT	3				
Signal type ($k = 0.5$ for planning	g) Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
	Results				
Appual amarga daile traffia AA	DT 10000	rmd			
Annual average daily traffic, AA Two-way hourly volume		vpd			
Hourly directional volume	900 450	vph			
Through-volume 15-min. flow rate		vph			
Running time	103.0	V			
v/c ratio	0.12	sec			
Through capacity	2050	vph			
Progression factor, PF	1.000	v pii			
Uniform delay	7.8	sec			
Filtering/metering factor, I	0.997	Bee			
Incremental delay	0.337	sec			
Control delay	7.9	sec/v			
Total travel speed, Sa	30.3				
-					
Total urban street LOS	A .	mph			

East Loop Road

PLANN	ING ANALYSI	ıs			
Analyst: Kondala Rao					
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Hour					
Urban Street: East Loop Ro	ad				
Direction of Travel:					
Jurisdiction: Mohave Count	y, AZ				
Analysis Year: 2025					
Project ID: Golden Valley Ranch Ma	ıster Traffi	ic Study			
Traffic	Characteris	stics			
7	24000	1			
Annual average daily traffic, AADT	34000	vpd			
Planning analysis hour factor, K	0.090				
Directional distribution factor, D	0.500				
Peak-hour factor, PHF Adjusted saturation flow rate	0.900	nanhanl			
Percent turns from exclusive lanes	1800 50	pcphgpl %			
rescent turns from exclusive lanes	50	8			
Roadway Ch	aracteristi	ics			
Number of through lanes one directi	on, N 2				
Free flow speed, FFS	35	mph			
Urban class	2				
Section length	3.50) miles			
Median	Yes				
Left-turn bays	Yes				
Signal Cha	racteristic	CS CS			
Signalized intersections	2				
Arrival type, AT	3				
Signal type $(k = 0.5 \text{ for planning})$	Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
Res	ults				
Annual average daily traffic, AADT	34000	amd			
Two-way hourly volume	34000	vpd			
Hourly directional volume	1530	vph			
Through-volume 15-min. flow rate	850	vph v			
Running time	360.0	sec			
v/c ratio	0.39	866			
Through capacity	2160	vph			
Progression factor, PF	1.000	- K			
Uniform delay	9.4	sec			
Filtering/metering factor, I	0.925	may nage nage			
Incremental delay	0.5	sec			
Control delay	9.9	sec/v			
Total travel speed, Sa	33.2	mph			
Total urban street LOS	В	" " ""			

East Middle Road

Analyst: Kondala Agency/Co.: Stanley Date Performed: 5/9/200 Analysis Time Period: P.M. Pe Urban Street: East Mi Direction of Travel:	ak hour ddle Road County, AZ`	inc
Tra	ffic Characteris	stics
Annual average daily traffic, Planning analysis hour factor, Directional distribution facto Peak-hour factor, PHF Adjusted saturation flow rate Percent turns from exclusive 1	K 0.090 r, D 0.500 0.900 1800	vpd pcphgpl
	ay Characterist:	-
Number of through lanes one di Free flow speed, FFS Urban class	rection, N 2	mph
Section length Median	1.40 No	0 miles
Left-turn bays	No	
Signa	l Characteristic	cs_
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plann Cycle length, C Effective green ratio, g/C	2 3 ing) Actuated 90.0 0.600	l sec
	Results	
Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow ra Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	765 382	<pre>vpd vph vph v sec vph sec sec sec/v</pre>
Total travel speed, Sa Total urban street LOS	27.4 B	mph

Hualapai Drive Extension

PLANN	ING ANALYSI	IS		
Analyst: Kondala Rao				
Agency/Co.: Stanley Cons	ultants, Ir	nc		
Date Performed: 5/9/2006				
Analysis Time Period: P.M. Peak Ho	ur			
Urban Street: Hualapai Dri	ve Extensio	on		
Direction of Travel:				
Jurisdiction: Mohave Count	y, AZ			
Analysis Year: 2025				
Project ID: Golden Valley Ranch Master Traffic Study				
Traffic Characteristics				
Annual average daily traffic, AADT	13000	vpd		
Planning analysis hour factor, K	0.090			
Directional distribution factor, D	0.500			
Peak-hour factor, PHF	0.900			
Adjusted saturation flow rate	1800	pcphgpl		
Percent turns from exclusive lanes	50	જે		
Roadway Ch	aracteristi	ics		
Number of through lanes one directi	on N 2			
Number of through lanes one directi	•	mah		
Free flow speed, FFS Urban class	30	mph		
Section length	3			
Median	2.20) miles		
	No			
Left-turn bays	No			
Signal Cha	racteristic	CS		
Signalized intersections	2			
Arrival type, AT	3			
Signal type (k = 0.5 for planning)	Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600	500		
arrocaive green ructo, g, e	0.000			
Res	ults			
Annual average daily traffic, AADT	13000	vpd		
Two-way hourly volume	1170	vph		
Hourly directional volume	585	vph		
Through-volume 15-min. flow rate	325	V		
Running time	264.0	sec		
v/c ratio	0.19			
Through capacity	1726	vph		
Progression factor, PF	1.000	· # ***		
Uniform delay	8.1	sec		
Filtering/metering factor, I	0.990	~~~		
Incremental delay	0.2	sec		
Control delay	8.4	sec/v		
Total travel speed, Sa	28.2	mph		
Total urban street LOS	B B	mbre		

Indian Wells Road Extension

PLAN	NING ANALYSI	IS		
Analyst: Kondala Rac	Mantri			
Agency/Co.: Stanley Consultants, Inc				
Date Performed: 5/9/2006				
Analysis Time Period: P.M. Peak Hour				
Urban Street: Indian Well	s Road Exter	nsion		
Direction of Travel:				
Jurisdiction: Mohave Cour	ity, AZ			
Analysis Year: 2025				
Project ID: Golden Valley Ranch M	laster Traffi	ic Study		
Traffic Characteristics				
		_		
Annual average daily traffic, AADT		vpd		
Planning analysis hour factor, K	0.090			
Directional distribution factor, I				
Peak-hour factor, PHF	0.900	, ,		
Adjusted saturation flow rate	1800	pcphgpl		
Percent turns from exclusive lanes	50	8		
Roadway C	haracteristi	ics		
Number of through lanes one direct	ion N 3			
Free flow speed, FFS	ion, N 2	mph		
Urban class	30	mph		
Section length	1.30	O miles		
Median	No	o miles		
Left-turn bays	No			
-				
Signal Ch	aracteristic	CS		
Signalized intersections	2			
Arrival type, AT	3			
Signal type (k = 0.5 for planning)	Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
Do	sults			
	50165			
Annual average daily traffic, AADT	8000	vpd		
Two-way hourly volume	720	vph		
Hourly directional volume	360	vph		
Through-volume 15-min. flow rate	200	v		
Running time	156.0	sec		
v/c ratio	0.12			
Through capacity	1726	vph		
Progression factor, PF	1.000	_		
Uniform delay	7.7	sec		
Filtering/metering factor, I	0.997			
Incremental delay	0.1	sec		
Control delay	7.9	sec/v		
Total travel speed, Sa	0.77	•		
	27.2	mph		
Total urban street LOS	27.2 B	mpn		

Mobile Road Extension

	PLANNI	NG ANALYSI	S		
Analyst:	Kondala Rao M				
Agency/Co.:	Stanley Consu	ıltants. In	ıc		
Date Performed:	5/9/2006				
Analysis Time Period:	P.M. Peak Hou				
Urban Street:	Mobile Road E	Extension			
Direction of Travel:					
Jurisdiction:	Mohave County	, AZ			
Analysis Year:	2025		_		
Project ID: Golden Va	Project ID: Golden Valley Ranch Master Traffic Study				
Traffic Characteristics					
Annual average daily t	raffia AADT	20000	vpd		
Planning analysis hour	•	0.090	vpα		
Directional distributi		0.500			
Peak-hour factor, PHF	on ractor, b	0.900			
Adjusted saturation fl	ow rate	1800	pcphgpl		
Percent turns from exc		50	% Fob25-		
	Roadway Cha	aracteristi	lcs		
Number of through lane	s one direction	on, N 2			
Free flow speed, FFS		35	mph		
Urban class		3			
Section length		0.70) miles		
Median		No			
Left-turn bays		No			
Signal Characteristics					
	Signal Char	racteristic	cs		
	-		cs		
Signalized intersection	-	2	cs		
Arrival type, AT	ns	2 3	cs		
Arrival type, AT Signal type (k = 0.5 f	ns	2 3 Actuated			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C	ns or planning)	2 3 Actuated 90.0	sec		
Arrival type, AT Signal type (k = 0.5 f	ns or planning)	2 3 Actuated			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C	ns or planning)	2 3 Actuated 90.0 0.600			
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio,	ns or planning) g/CResu	2 3 Actuated 90.0 0.600	sec		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t	ns or planning) g/CResu	2 3 Actuated 90.0 0.600	sec		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume	ns or planning) g/C Resu	2 3 Actuated 90.0 0.600 alts	sec vpd vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	vpd vph vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min.	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	vpd vph vph vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	vpd vph vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	vpd vph vph vph v		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts	vpd vph vph vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts	vpd vph vph vph v		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts	vpd vph vph vph v sec vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts	vpd vph vph vph v sec vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac Incremental delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts	vpd vph vph v sec vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac Incremental delay Control delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts	vpd vph vph v sec vph sec vph		
Arrival type, AT Signal type (k = 0.5 f Cycle length, C Effective green ratio, Annual average daily t Two-way hourly volume Hourly directional vol Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fac Incremental delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts	vpd vph vph v sec vph sec vph sec		

Ramada Road Extension

PLANN	ING ANALYSI	:S	
Analyst: Kondala Rao			
Agency/Co.: Stanley Cons	ultants. In	ıc	
Date Performed: 5/9/2006			
Analysis Time Period: P.M. Peak Ho	ur		
Urban Street: Ramada Road			
Direction of Travel:			
Jurisdiction: Mohave Count	v. AZ		
Analysis Year: 2025	2,		
Project ID: Golden Valley Ranch Ma	ster Traffi	c Study	
,		•	
Traffic	Characteris	stics	
Annual average daily traffic, AADT	15000	vpd	
Planning analysis hour factor, K	0.090	- F	
Directional distribution factor, D	0.500		
Peak-hour factor, PHF	0.900		
Adjusted saturation flow rate	1800	pcphgpl	
Percent turns from exclusive lanes	50	8 behraba	
10100110 001110 110111 0110100110 101100	00	·	
Roadway Ch	aracteristi	.CS	
Number of through lanes one directi	on, N 2		
Free flow speed, FFS	35	mph	
Urban class	3	-	
Section length	2.40) miles	
Median	No		
Left-turn bays	No		
•			
Signal Cha	racteristic	ະຮ	
Signal Cha	racteristic 2	ss	
Signal Cha Signalized intersections Arrival type, AT	racteristic	cs	
Signal Cha	racteristic 2	cs	
Signal Cha Signalized intersections Arrival type, AT	racteristic 2 3	sec	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	racteristic 2 3 Actuated		
Signal Characteristics Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	racteristic 2 3 Actuated 90.0		
Signal Characteristics Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res	racteristic 2 3 Actuated 90.0 0.600 ults	sec	
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/CRes Annual average daily traffic, AADT	racteristic 2 3 Actuated 90.0 0.600 ults 15000	sec	
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350	sec vpd vph	
Signal Characteristics Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675	vpd vph vph	
Signal Characteristics Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375	vpd vph vph vph	
Signal Characteristics Signal characteristics Signal type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9	vpd vph vph	
Signal Characteristics Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22	vpd vph vph vph v	
Signal Charles Signal Charles Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726	vpd vph vph vph	
Signal Charles Signal Charles Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726 1.000	vpd vph vph vph v sec vph	
	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726 1.000 8.3	vpd vph vph vph v	
Signal Characteristics Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726 1.000 8.3 0.985	vpd vph vph vph v sec vph	
Signal Characteristics Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726 1.000 8.3	vpd vph vph v sec vph sec vph	
Signal Characteristics Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726 1.000 8.3 0.985	vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726 1.000 8.3 0.985 0.3	vpd vph vph v sec vph sec vph	
Signal Characterions Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	racteristic 2 3 Actuated 90.0 0.600 ults 15000 1350 675 375 246.9 0.22 1726 1.000 8.3 0.985 0.3 8.6	vpd vph vph v sec vph sec sec sec/v	

Sacramento Road Extension

	PLANN	ING ANALYSI	rs		
Analyst:	Kondala Rao M				
Agency/Co.:	gency/Co.: Stanley Consultants, Inc				
Date Performed: 5/9/2006					
analysis Time Period: P.M. Peak Hour					
Urban Street: Sacramento Road Extension					
Direction of Travel:					
Jurisdiction:	Mohave County	, AZ			
Analysis Year: 2025					
Project ID: Golden Valley Ranch Master Traffic Study					
Traffic Characteristics					
7		2222	3		
Annual average daily t		33000	vpd		
Planning analysis hour		0.090			
Directional distribution Peak-hour factor, PHF	on factor, D	0.500			
	ow rato	0.900	nanhan?		
Adjusted saturation flo Percent turns from exc		1800	pcphgpl %		
reftent turns from exc.	ideive lanes	50	3		
	Roadway Cha	aracteristi	ics		
Number of through lane	s one direction	on, N 3			
Free flow speed, FFS		45	mph		
Urban class		2	<u>-</u>		
Section length		1.10	O miles		
Median		Yes			
Left-turn bays		Yes			
	Signal Char	racteristic	es es		
	 				
Signalized intersection	าส	2			
Arrival type, AT		3			
Signal type (k = 0.5 fe		3 Actuated			
Signal type (k = 0.5 fe Cycle length, C	or planning)	3 Actuated 90.0	sec		
Signal type (k = 0.5 fe	or planning)	3 Actuated	sec		
Signal type (k = 0.5 fe Cycle length, C	or planning)	3 Actuated 90.0 0.600	sec		
Signal type (k = 0.5 for Cycle length, C Effective green ratio,	or planning) g/CResu	3 Actuated 90.0 0.600	_		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to	or planning) g/CResu	3 Actuated 90.0 0.600 alts	vpd		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume	or planning) g/C Resu	3 Actuated 90.0 0.600 alts33000 2970	vpd vph		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume	or planning) g/C Resuraffic, AADT	3 Actuated 90.0 0.600 alts33000 2970 1485	vpd vph vph		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min.	or planning) g/C Resuraffic, AADT	3 Actuated 90.0 0.600 alts 33000 2970 1485 825	vpd vph vph v		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	or planning) g/C Resuraffic, AADT	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9	vpd vph vph		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	or planning) g/C Resuraffic, AADT	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25	vpd vph vph v		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	or planning) g/C Resuraffic, AADT	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25 3240	vpd vph vph v		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	or planning) g/C Resuraffic, AADT	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25 3240 1.000	vpd vph vph v sec vph		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	or planning) g/C Resuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25 3240	vpd vph vph v		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor.	or planning) g/C Resuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25 3240 1.000 8.5 0.977	vpd vph vph v sec vph		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay	or planning) g/C Resuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25 3240 1.000 8.5 0.977 0.2	vpd vph vph v sec vph sec		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor.	or planning) g/C Resuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25 3240 1.000 8.5 0.977 0.2 8.7	vpd vph v sec vph sec sec sec/v		
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	or planning) g/C Resuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 33000 2970 1485 825 95.9 0.25 3240 1.000 8.5 0.977 0.2	vpd vph vph v sec vph sec		

TC Connector

PLANN	ING ANALYSI	IS		
Analyst: Kondala Rao				
Agency/Co.: Stanley Cons	ultants, Ir	nc		
Date Performed: 5/9/2006				
Analysis Time Period: P.M. Peak Ho	ur			
Urban Street: TC Connecter				
Direction of Travel:				
Jurisdiction: Mohave Count	y, AZ			
Analysis Year: 2025				
Project ID: Golden Valley Ranch Ma	ster Traffi	ic Study		
Traffic Characteristics				
		_		
Annual average daily traffic, AADT	24500	vpd		
Planning analysis hour factor, K	0.090			
Directional distribution factor, D	0.500			
Peak-hour factor, PHF	0.900			
Adjusted saturation flow rate Percent turns from exclusive lanes	1800	pcphgpl		
Percent turns from exclusive lanes	50	8		
Roadway Ch	aracteristi	ics		
Number of through lanes one directi	on, N 2			
Free flow speed, FFS	30	mph		
Urban class	3			
Section length	1.30	0 miles		
Median	No			
Left-turn bays	No			
Signal Cha	racteristic	CS		
Signalized intersections	2			
Arrival type, AT	3			
Signal type $(k = 0.5 \text{ for planning})$	Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
Res	ults			
Annual annual delle berette annu	24562			
Annual average daily traffic, AADT	24500	vpd		
Two-way hourly volume	2205	vph		
Hourly directional volume	1102	vph		
Through-volume 15-min. flow rate	612	V		
Running time	156.0	sec		
v/c ratio	0.35			
Through capacity	1726	vph		
Progression factor, PF Uniform delay	1.000	909		
	9.1	sec		
Filtering/metering factor, I Incremental delay	0.943	909		
-	0.5	sec		
Control delay	9.7	sec/v		
Total travel speed, Sa Total urban street LOS	26.7 B	mph		
Total diban beleet hos	<u>.</u>			

West Loop Road

PLANN)	NG ANALYSI	IS		
Analyst: Kondala Rao M				
Agency/Co.: Stanley Consu				
Pate Performed: 5/9/2006				
Analysis Time Period: P.M. Peak Hour				
Urban Street: West Loop Roa				
Direction of Travel:				
Jurisdiction: Mohave County	, AZ			
Analysis Year: 2025	,			
Project ID: Golden Valley Ranch Master Traffic Study				
Traffic Characteristics				
Annual average daily traffic, AADT	20000	vpd		
Planning analysis hour factor, K	0.090			
Directional distribution factor, D	0.500			
Peak-hour factor, PHF	0.900			
Adjusted saturation flow rate	1800	pcphgpl		
Percent turns from exclusive lanes	50	8		
n 1 a)				
Roadway Cha	aracteristi	lcs		
Number of through lanes one direction	on, N 2			
Free flow speed, FFS	35	mph		
Urban class	2	-		
Section length	3.20) miles		
Median	Yes			
Left-turn bays	Yes			
Signal Char	racteristic	78		
_				
Signalized intersections	2			
Arrival type, AT	3			
Signal type $(k = 0.5 \text{ for planning})$	Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
P.o. du	.1			
Resu	IT C 8			
Annual average daily traffic, AADT	20000	vpd		
Two-way hourly volume	1800	vph		
Hourly directional volume	900	vph		
Through-volume 15-min. flow rate	500	v		
Running time	329.1	sec		
v/c ratio	0.23			
Through capacity	2160	vph		
Progression factor, PF	1.000	-		
Uniform delay	8.4	sec		
Filtering/metering factor, I	0.982			
Incremental delay	0.2	sec		
Control delay	8.6	sec/v		
Total travel speed, Sa	33.3	mph		
Total urban street LOS	33.3 B	mbii		
Garatt Delege Hop	2			

2040 Results

HCS Arterial Planning Results – 2040 P.M. Peak Hour

Exterior Roadways

Aquarius Drive

	PIAMNI	NG ANALYSI	S	
Analyst:	Kondala Rao M		~	
Agency/Co.:	Stanley Const		.c	
Date Performed:	5/9/2006	_ , -		
Analysis Time Period: P.M. Peak Hour				
Urban Street: Aquarius Drive				
Direction of Travel:				
Jurisdiction:	Mohave County	, AZ		
Analysis Year:	2040	•		
Project ID: Golden Va	lley Ranch Mas	ster Traffi	c Stud	ly
· · · · · · · · · · · · · · · · · · ·	Traffic (Characteris	tics_	
Annual average daily to	raffic AADT	28000	vpd	
Planning analysis hour		0.090	vpa	
Directional distribution		0.500		
Peak-hour factor, PHF	on raccor, b	0.900		
Adjusted saturation flo	ow rate	1800	pcphg	ml
Percent turns from exc.		50	8 Pob.:3	35-
	- 2 ~			
	Roadway Cha	ıracteristi	CS	·
Number of through lanes	s one direction	•		
Free flow speed, FFS		40		mph
Urban class		2		
Section length		4.60		miles
Median		No		
_				
Left-turn bays		Yes		
Left-turn bays	Signal Char		ន	
		racteristic	ន	
Signalized intersection			ន	
Signalized intersection Arrival type, AT	ıs	racteristic	ន	
Signalized intersection Arrival type, AT Signal type (k = 0.5 fc	ıs	racteristic 2 3	s	
Signalized intersection Arrival type, AT	ns or planning)	racteristic 2 3 Actuated		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C	or planning)	racteristic 2 3 Actuated 90.0 0.600		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio,	ns or planning) g/CResu	acteristic 2 3 Actuated 90.0 0.600	sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to	ns or planning) g/CResu	racteristic 2 3 Actuated 90.0 0.600	sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume	ns or planning) g/C Resu	racteristic 2 3 Actuated 90.0 0.600 alts 28000 2520	sec vpd vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume	ns or planning) g/C Resu caffic, AADT	2 3 Actuated 90.0 0.600 alts 28000 2520 1260	sec vpd vph vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min.	ns or planning) g/C Resu caffic, AADT	2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700	sec vpd vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	ns or planning) g/C Resu caffic, AADT	2 3 Actuated 90.0 0.600 8lts 28000 2520 1260 700 414.0	sec vpd vph vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	ns or planning) g/C Resu caffic, AADT	2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34	vpd vph vph vph v	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	ns or planning) g/C Resu caffic, AADT	2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050	vpd vph vph v	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	ns or planning) g/C Resu caffic, AADT	2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000	vpd vph vph v sec vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1	vpd vph vph vph v	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor	or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949	vpd vph vph v sec vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay	or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 1lts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949 0.4	vpd vph vph vph v sec vph sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay Control delay	or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949 0.4 9.5	vpd vph vph vph vsec vph sec sec/v	-
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay	or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 1lts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949 0.4	vpd vph vph vph v sec vph sec	-

Aztec Road

	PLANNI	NG ANALYSI	IS	
Analyst: Kondal	a Rao M			_
- .		iltants, In	nc.	
Date Performed: 5/9/20	-			
	eak Hou	ır		
Urban Street: Aztec	_			
Direction of Travel:				
_	County	r. A.Z.		
Analysis Year: 2040	country	, AL		
Project ID: Golden Valley Ranch Master Traffic Study				
radjece zb. coaden variey na	11011 1101	occi ilulii	io beday	
Tr	affic (Characteris	stics	_
Annual average daily traffic,	ייירי אי א	46000	rend	
Planning analysis hour factor			vpd	
Directional distribution fact		0.090 0.500		
Peak-hour factor, PHF	OI, D	0.900		
Adjusted saturation flow rate			nanhani	
Percent turns from exclusive		1800	pcphgpl	
Percent turns from exclusive	Talles	50	ર્લ	
Road	way Cha	aracteristi	ics	_
Number of through large one of		N 3		
Number of through lanes one d Free flow speed, FFS	irectic	· ·	mah	
<u>-</u> '		45	mph	
Urban class		2	n milas	
Section length		4.40	O miles	
Median		Yes		
Left-turn bays		Yes		
Sign	al Char	racteristic	cs	
gilid i		2		
Signalized intersections		2		
Arrival type, AT	1	3		
Signal type $(k = 0.5 \text{ for plan})$	ning)	Actuated		
Cycle length, C		90.0	sec	
Effective green ratio, g/C		0.600		
	Resu	ılts		
2	3 3 D.C.	46000	4	
Annual average daily traffic,	AAD'I	46000	vpd	
Two-way hourly volume		4140	vph	
Hourly directional volume		2070	vph	
Through-volume 15-min. flow r	ate	1150	v	
Running time		352.0	sec	
v/c ratio		0.35		
Through capacity		3240	vph	
Progression factor, PF		1.000		
Uniform delay		9.1	sec	
Filtering/metering factor, I		0.943		
Incremental delay		0.3	sec	
Control delay		9.4	sec/v	
Total travel speed, Sa		42.7	mph	
Total urban street LOS		A		

Bacobi Road

PLAN	NING ANALYS	IS		
Analyst: Kondala Rac				
	sultants, I	nc		
Date Performed: 5/9/2006				
Analysis Time Period: P.M. Peak F	Hour			
Urban Street: Bacobi Road	ì			
Direction of Travel:				
Jurisdiction: Mohave Cour	ıty, AZ			
Analysis Year: 2040				
Project ID: Golden Valley Ranch M	Master Traff:	ic Study		
Traffic Characteristics				
3 d-il 1 3-200		1		
Annual average daily traffic, AADY		vpd		
Planning analysis hour factor, K Directional distribution factor, I	0.090			
Peak-hour factor, PHF				
Adjusted saturation flow rate	0.900 1800	nanhan]		
Percent turns from exclusive lanes		pcphgpl %		
refeelt tains from exclusive falles	5 20	ð		
Roadway (Characterist	ics		
Number of through lanes one direct	ion, N 2			
Free flow speed, FFS	45	mph		
Urban class	2	···P1		
Section length	4.40	O miles		
Median	Yes			
Left-turn bays	Yes			
Signal Ch	naracteristic	38		
Signalized intersections	2			
Arrival type, AT	3			
Signal type $(k = 0.5 \text{ for planning})$	Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
Re	sults			
Annual average dails traffic 7200	30000	rmd		
Annual average daily traffic, AADT Two-way hourly volume		vpd		
-	3420 1710	vph		
Hourly directional volume Through-volume 15-min. flow rate	950	vph		
Running time	352.0	v sec		
v/c ratio	0.44	860		
Through capacity	2160	vph		
Progression factor, PF	1.000	, b.,,		
Uniform delay	9.8	sec		
Filtering/metering factor, I	0.899			
Incremental delay	0.6	sec		
Control delay	10.4	sec/v		
Total travel speed, Sa	42.5	mph		
Total urban street LOS	A	mæ :		

Colorado Road

PLI	ANNING ANALYS	IS		
Analyst: Kondala Ra				
_	onsultants, In	nc		
Date Performed: 5/9/2006				
Analysis Time Period: P.M. Peak	Hour			
Urban Street: Colorado I	₹oad			
Direction of Travel:				
Jurisdiction: Mohave Cou	inty, AZ			
Analysis Year: 2040				
Project ID: Golden Valley Ranch	Master Traff:	ic Study		
Traffic Characteristics				
3mm-1 3-11 327	·			
Annual average daily traffic, AAI		vpd		
Planning analysis hour factor, K	0.090			
Directional distribution factor,				
Peak-hour factor, PHF	0.900	nanhani		
Adjusted saturation flow rate Percent turns from exclusive lane	1800	pcphgpl		
Percent turns from exclusive lane	es 50	ફ		
Roadway	Characterist	ics		
Number of through lanes one direct	ction, N 2			
Free flow speed, FFS	45	mph		
Urban class	2	mp11		
Section length	4.60	0 miles		
Median	Yes			
Left-turn bays	Yes			
Signal (Characteristic	cs		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Signalized intersections	2			
Arrival type, AT	3			
Signal type (k = 0.5 for planning	g) Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
	Results			
America	·			
Annual average daily traffic, AAI		vpd		
Two-way hourly volume	1980	vph		
Hourly directional volume	990	vph		
Through-volume 15-min. flow rate	550	v		
Running time	368.0	sec		
v/c ratio	0.25	la		
Through capacity	2160	vph		
Progression factor, PF	1.000	BOG		
Uniform delay	8.5	sec		
Filtering/metering factor, I	0.977	909		
Incremental delay Control delay	0.3	sec		
-	8.8	sec/v		
Total travel speed, Sa Total urban street LOS	43.0 A	mph		
1000 GIDGI BELCEC HOD	₽.			

Sacramento Road

	PLANNI	NG ANALYS	IS	
Analyst: F	Condala Rao M			***
Agency/Co.:	Stanley Consu	ıltants, I	nc	
	5/9/2006			
-	M. Peak Hou	ır		
	Sacramento Ro	oad		
Direction of Travel:				
	Iohave County	, AZ		
	040			
Project ID: Golden Vall	ey Ranch Mas	ster Traff	ic Stud	ły
	Traffic (Characteri	stics_	
Annual average daily tra	ffia AADT	21000	·md	
Planning analysis hour f	•	21000 0.090	vpd	
Directional distribution		0.500		
Peak-hour factor, PHF	raccor, b	0.900		•
Adjusted saturation flow	rate	1800	pcpho	Int
Percent turns from exclu		50	% %	3P+
	DIVE TUNED	50	·	
	_Roadway Cha	racterist	ics	
Number of through lanes	one directio	on, N 2		
Free flow speed, FFS		40		mph
Urban class		2		-
Section length		5.0	0	miles
Median		Yes		
Left-turn bays		Yes		
	_Signal Char	acteristi	cs	
		_	,	
Signalized intersections		2		
Arrival type, AT		3		
Signal type $(k = 0.5 \text{ for } $	planning)	Actuated		
Cycle length, C	/ 6	90.0	sec	
Effective green ratio, g	/C	0.600		
	Resu	.lts		
Annual average daily tra	ffic, AADT	21000	vpd	
Two-way hourly volume		1890	vph	
Hourly directional volum	e	945	vph	
Through-volume 15-min. f		525	v	
Running time		450.0	sec	
v/c ratio		0.24	200	
Through capacity		2160	vph	
Progression factor, PF		1.000		
Uniform delay		8.4	sec	
Filtering/metering facto	r, I	0.979		
Incremental delay	•	0.3	sec	
Control delay		8.7	sec/v	•
Total travel speed, Sa		38.5	mph	
Total urban street LOS		A	-	

Shinarump Drive

Agency/Co.: St Date Performed: 5/ Analysis Time Period: P. Urban Street: Sh Direction of Travel: Jurisdiction: Mo	ndala Rao M anley Consu 9/2006 M. Peak Hou inarump Dri	ltants, In r ve		
Analysis Year: 20 Project ID: Golden Valle	40 y Ranch Mas	ter Traffi	ic Study	
	Traffic C	haracteris	stics	
Annual average daily traf Planning analysis hour fa Directional distribution Peak-hour factor, PHF	ctor, K factor, D	28000 0.090 0.500 0.900	vpd	
Adjusted saturation flow Percent turns from exclus		1800 50	pcphgpl %	
	Roadway Cha	racteristi	ics	
Number of through lanes of Free flow speed, FFS Urban class	ne directio	n, N 3 45 2	mph	
Section length Median Left-turn bays		5.00 Yes Yes		
	Signal Char	acteristic	cs	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g/		2 3 Actuated 90.0 0.600	sec	
	Resu	lts		
Annual average daily traf Two-way hourly volume Hourly directional volume Through-volume 15-min. fl Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	ow rate	28000 2520 1260 700 400.0 0.22 3240 1.000 8.3 0.985 0.2 8.4	vpd vph vph v sec vph sec sec sec/v	
Total travel speed, Sa Total urban street LOS		43.2 A	mph	

Tombstone Trail

	PLANNI	NG ANALYS	s	
Analyst:	Kondala Rao M			
Agency/Co.:	Stanley Consu	ltants, Ir	ıc	
Date Performed:	5/9/2006			
Analysis Time Period:	P.M. Peak Hou	r.		
Urban Street:	Tombstone Tra	il		
Direction of Travel:				
Jurisdiction:	Mohave County	, AZ		
Analysis Year:	2040			
Project ID: Golden Va	lley Ranch Mas	ter Traff	ic Stu	dy
	Traffic C	haracteris	stics_	
			_	
Annual average daily t		11000	vpd	
Planning analysis hour		0.090		
Directional distributi	on factor, D	0.500		
Peak-hour factor, PHF		0.900	_	_
Adjusted saturation fl		1800	pcph	gpl
Percent turns from exc	lusive lanes	50	ક	
	Roadway Cha	racterist	ics	
Number of theory by land		~ N 0		
Number of through lane	s one direction	-		mmh
Free flow speed, FFS		40		mph
Urban class		2 8.00	,	milos
Section length			,	miles
Median		Yes		
Left-turn bays		Yes		
	Signal Char	acteristic	cs	
Signalized intersectio	ns	2		
Arrival type, AT		3		
Signal type (k = 0.5 f	or planning)	Actuated		
Cycle length, C	F	90.0	sec	
Effective green ratio,	q/C	0.600		
,	5/ -			
	Resu	lts		
Annual average daily t	raffic, AADT	11000	vpd	
Two-way hourly volume	•	990	vph	
Hourly directional vol	ume	495	vph	
Through-volume 15-min.		275	v	
Running time		720.0	sec	
v/c ratio		0.13		*
Through capacity		2160	vph	
Progression factor, PF		1.000	-	
Uniform delay		7.8	sec	
Filtering/metering fac	tor, I	0.996		
Incremental delay	•	0.1	sec	
Control delay		7.9	sec/	v
Total travel speed, Sa		39.1	mph	
Total urban street LOS		A	L	

Interior Roadways

Aztec Road Extension

	τοτ. Δηγικ	ING ANALYSI	rs	
Analyst:	Kondala Rao N			
Agency/Co.:	Stanley Const		ac	
Date Performed:	5/9/2006	arcanco, in	10	
Analysis Time Period:	P.M. Peak Hou	1 ~		
Urban Street:	Aztec Road Ex			
Direction of Travel:	Aztec Road E	(Cension		
Jurisdiction:	Moharra Countr	- 7.07		
	Mohave County	/, AZ		
Analysis Year:	2040	M ££:	- Ghada	
Project ID: Golden Va	птеу капсп мая	ster Traifi	ic Study	
	Traffic (Characteris	stics	
Annual average daily to	raffic, AADT	44000	vpd	
Planning analysis hour	•	0.090		
Directional distribution		0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flo	ow rate	1800	pcphgpl	
Percent turns from exc		50	*	
reredit turis from the	rabive rancb	50	•	
	Roadway Cha	aracteristi	ics	
Number of through lane	s one direction	on, N 3		
Free flow speed, FFS		45	mph	
Urban class		2	•	
Section length		2.30) miles	
Median		Yes		
Left-turn bays		Yes		
2020 04211 2472				
	Signal Char	racteristic	es	
Signalized intersection	ns	2		
Arrival type, AT		3		
Signal type $(k = 0.5 fe$	or planning)	Actuated		
Cycle length, C		90.0	sec	
Effective green ratio,	q/C	0.600		
	~ .			
	Resu	ılts		
Annual average daily to	raffic, AADT	44000	vpd	
Two-way hourly volume		3960	vph	
Hourly directional volu	ıme	1980	vph	
Through-volume 15-min.	flow rate	1100	v	
Running time		184.0	sec	
v/c ratio		0.34		
Through capacity		3240	vph	
Progression factor, PF		1.000	-	
Uniform delay		9.0	sec	
Filtering/metering fac	tor. T	0.950		
Incremental delay	, -	0.3	sec	
Control delay		9.3	sec/v	
Total travel speed, Sa		40.9	mph	
Total urban street LOS			шұл	
TOTAL GIDAN SCIECT NOS		A		

Bacobi Road Extension

	PLANNI	ING ANALYS	S	
Analyst:	Kondala Rao M			
	Stanley Consu		nc	
	5/9/2006			
	P.M. Peak Hou	ır		
_	Bacobi Road E	Extension		
Direction of Travel:				
	Mohave County	7. AZ		
	2040	,		
Project ID: Golden Val		ster Traff:	.c Study	
•	_	Characteris	_	
		maracccii	,стеа	
Annual average daily tra	affic, AADT	43000	vpd	
Planning analysis hour :		0.090	_	
Directional distribution		0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flo	w rate	1800	pcphqpl	
Percent turns from excl		50	8	
	Roadway Cha	racterist	.cs	
Number of through lanes	one directio	on, N 2		
Free flow speed, FFS		35	mph	
Urban class		3	E	
Section length		0.60) miles	
Median		No	MITTOL	•
Left-turn bavs				
Left-turn bays		Yes		
Left-turn bays	Signal Char	Yes	:8	
		Yes cacteristic	:s	
Signalized intersections		Yes cacteristic 2	:s	
Signalized intersections	s	Yes cacteristic 2 3	:s	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for	s	Yes cacteristic 2 3 Actuated		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C	s planning)	Yes cacteristic 2 3 Actuated 90.0	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for	s planning)	Yes cacteristic 2 3 Actuated		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C	s planning)	Yes cacteristic 2 3 Actuated 90.0 0.600		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or	s r planning) g/C Resu	Yes cacteristic 2 3 Actuated 90.0 0.600	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily tra	s r planning) g/C Resu	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily tra Two-way hourly volume	s r planning) g/CResu affic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870	sec vpd vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily tra Two-way hourly volume Hourly directional volume	s r planning) g/CResu affic, AADT	Yes Cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935	sec vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily tra Two-way hourly volume Hourly directional volum Through-volume 15-min.	s r planning) g/CResu affic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075	sec vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily tra Two-way hourly volume Hourly directional volum Through-volume 15-min.	s r planning) g/CResu affic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2	sec vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g Annual average daily tra Two-way hourly volume Hourly directional volum Through-volume 15-min. Running time v/c ratio	s r planning) g/CResu affic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily tra Two-way hourly volume Hourly directional volum Through-volume 15-min. Running time v/c ratio Through capacity	s r planning) g/CResu affic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050	sec vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily transverse transverse Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	s r planning) g/CResu affic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050 1.000	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily transverse transverse Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	s r planning) g/C Resu affic, AADT me flow rate	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050 1.000 10.5	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily transverse transverse Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor	s r planning) g/C Resu affic, AADT me flow rate	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050 1.000 10.5 0.839	vpd vph vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily transverse Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay	s r planning) g/C Resu affic, AADT me flow rate	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050 1.000 10.5 0.839 0.8	vpd vph vph v sec vph sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g Annual average daily tra Two-way hourly volume Hourly directional volum Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	s r planning) g/C Resu affic, AADT me flow rate	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050 1.000 10.5 0.839 0.8 11.3	vpd vph vph v sec vph sec sec sec/v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, or Annual average daily trans Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay Total travel speed, Sa	s r planning) g/C Resu affic, AADT me flow rate	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050 1.000 10.5 0.839 0.8 11.3 24.0	vpd vph vph v sec vph sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g Annual average daily tra Two-way hourly volume Hourly directional volum Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	s r planning) g/C Resu affic, AADT me flow rate	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 43000 3870 1935 1075 67.2 0.52 2050 1.000 10.5 0.839 0.8 11.3	vpd vph vph v sec vph sec sec sec/v	

Centennial Road Extension

	PLANNI	NG ANALYS	S	
Analyst: Ke	ondala Rao M	Mantri		
Agency/Co.: S	tanley Consu	ıltants, Ir	ıc	
	/9/2006			
Analysis Time Period: P	.M. Peak Hou	ır		
Urban Street: Co	entennial Ro	ad Extensi	.on	
Direction of Travel:				
Jurisdiction: Mo	ohave County	, AZ		
	040			
Project ID: Golden Valle	ey Ranch Mas	ter Traffi	.c Study	
			_	
	Traffic C	Characteris	stics	
Annual average daily tra	ffic, AADT	33000	vpd	
Planning analysis hour fa		0.090	-	
Directional distribution	factor, D	0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flow	rate	1800	pcphgpl	
Percent turns from exclus		50	8 21	
	_Roadway Cha	racteristi	.cs	
Number of through lanes	one directio	on, N 2		
Free flow speed, FFS		35	mph	
Urban class		3	-	
Section length		1.00	miles	1
Median		Yes		
Left-turn bays		Yes		
Left-turn bays	Signal Char		10	
	_Signal Char		's	
Signalized intersections	_Signal Char		:s	
Signalized intersections Arrival type, AT	_ •	acteristic	es	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for	_ •	acteristic	:s	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C	planning)	cacteristic	ss	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for	planning)	racteristic 2 3 Actuated		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C	planning)	2 3 Actuated 90.0 0.600		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g,	planning) /C Resu	2 3 Actuated 90.0 0.600	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g,	planning) /C Resu	2 3 Actuated 90.0 0.600	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume	planning) /C Resu ffic, AADT	acteristic 2 3 Actuated 90.0 0.600 Otts 33000 2970	sec vpd vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume	planning) /CResu Efic, AADT	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485	sec vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fil	planning) /CResu Efic, AADT	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825	sec vpd vph vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time	planning) /CResu Efic, AADT	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0	sec vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio	planning) /CResu Efic, AADT	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38	sec vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio Through capacity	planning) /CResu Efic, AADT	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160	sec vpd vph vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio Through capacity Progression factor, PF	planning) /CResu Efic, AADT	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160 1.000	vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio Through capacity Progression factor, PF Uniform delay	planning) /CResu Efic, AADT Elow rate	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160 1.000 9.3	sec vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor	planning) /CResu Efic, AADT Elow rate	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160 1.000 9.3 0.931	vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay	planning) /CResu Efic, AADT Elow rate	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160 1.000 9.3 0.931 0.5	sec vpd vph vph v sec vph sec sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	planning) /CResu Efic, AADT Elow rate	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160 1.000 9.3 0.931 0.5 9.8	vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. for Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay Total travel speed, Sa	planning) /CResu Efic, AADT Elow rate	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160 1.000 9.3 0.931 0.5	sec vpd vph vph v sec vph sec sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, g, Annual average daily train Two-way hourly volume Hourly directional volume Through-volume 15-min. fi Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	planning) /CResu Efic, AADT Elow rate	2 3 Actuated 90.0 0.600 1ts 33000 2970 1485 825 103.0 0.38 2160 1.000 9.3 0.931 0.5 9.8	sec vpd vph vph v sec vph sec sec sec/v	

Cerbat Road Extension

PLANN	ING ANALYSI	S
Analyst: Kondala Rao		
Agency/Co.: Stanley Cons		ac.
Date Performed: 5/9/2006	,	-
Analysis Time Period: P.M. Peak Ho	ur	
Urban Street: Cerbat Road		
Direction of Travel:		
Jurisdiction: Mohave Count	v AZ	
Analysis Year: 2040	y, 110	
Project ID: Golden Valley Ranch Ma	ster Traffi	c Study
12-Jeec 227 eeraen 74226, nanen 114		0 00001
Traffic	Characteris	tics
Annual average daily traffic, AADT	10000	vpd
Planning analysis hour factor, K	0.090	.1.~
Directional distribution factor, D	0.500	
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	8 505357
Total Salin IIV ONOTABLIO TAMOB	50	•
Roadway Ch	aracteristi	.cs
Number of through lanes one directi	on, N 2	
Free flow speed, FFS	35	mph
Urban class	3	mpii
Section length	1.00	miles
Median	No	MILLER
Left-turn bays	Yes	
nere carn bays	165	
Signal Cha	racteristic	28
Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.600	
	0.000	
Res	ults	
Annual average daily traffic, AADT	10000	vpd
Two-way hourly volume	900	vph
Hourly directional volume	450	vph
Through-volume 15-min. flow rate	250	-
Running time		V
		v sec
	103.0	sec
v/c ratio	103.0 0.12	sec .
v/c ratio Through capacity	103.0 0.12 2050	
v/c ratio Through capacity Progression factor, PF	103.0 0.12 2050 1.000	sec vph
v/c ratio Through capacity Progression factor, PF Uniform delay	103.0 0.12 2050 1.000 7.8	sec .
<pre>v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I</pre>	103.0 0.12 2050 1.000 7.8 0.997	sec vph sec
v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	103.0 0.12 2050 1.000 7.8 0.997	sec vph sec sec
v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	103.0 0.12 2050 1.000 7.8 0.997 0.1 7.9	sec vph sec sec sec/v
v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	103.0 0.12 2050 1.000 7.8 0.997	sec vph sec sec

East Loop Road

PLANN	ING ANALYSI	:S			
Analyst: Kondala Rao					
Agency/Co.: Stanley Cons		ıc			
Date Performed: 5/9/2006	,				
Analysis Time Period: P.M. Peak Ho	ur				
Urban Street: East Loop Ro					
Direction of Travel:					
Jurisdiction: Mohave Count	v. AZ				
	,,				
Analysis Year: 2040 Project ID: Golden Valley Ranch Master Traffic Study					
-	Project ID: Gorden variey Ranch Master Trailite Study				
Traffic	Characteris	stics			
Annual average daily traffic, AADT	37000	vpd			
Planning analysis hour factor, K	0.090	•			
Directional distribution factor, D	0.500				
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	8			
Roadway Ch	aracteristi	.cs			
Number of through lanes one directi	on, N 2				
Free flow speed, FFS	35	mph			
Urban class	2	_			
Section length	3.50) miles			
Median	Yes				
Left-turn bays	Yes				
Signal Cha	ragtoristis	200			
Signal Cha	racteristic	es			
Signal Cha	racteristic	es			
		es			
Signalized intersections	2	es			
Signalized intersections Arrival type, AT	2 3	sec			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	2 3 Actuated				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res	2 3 Actuated 90.0 0.600	sec			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT	2 3 Actuated 90.0 0.600 ults	sec			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 ults 37000 3330	sec vpd vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 ults 37000 3330 1665	sec vpd vph vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	2 3 Actuated 90.0 0.600 ults	vpd vph vph vph v			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	2 3 Actuated 90.0 0.600 ults	sec vpd vph vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	2 3 Actuated 90.0 0.600 ults	vpd vph vph vph v			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity	2 3 Actuated 90.0 0.600 ults	vpd vph vph vph v	_		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	2 3 Actuated 90.0 0.600 ults 37000 3330 1665 925 360.0 0.43 2160 1.000	vpd vph vph vph v	_		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	2 3 Actuated 90.0 0.600 ults	vpd vph vph vph v	_		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	2 3 Actuated 90.0 0.600 ults 37000 3330 1665 925 360.0 0.43 2160 1.000	vpd vph vph vph v			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	2 3 Actuated 90.0 0.600 ults 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7	vpd vph vph vph v	_		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	2 3 Actuated 90.0 0.600 ults 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7 0.906	vpd vph vph v sec vph	_		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	2 3 Actuated 90.0 0.600 ults 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7 0.906 0.6	vpd vph vph v sec vph sec vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	2 3 Actuated 90.0 0.600 ults 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7 0.906 0.6 10.3	vpd vph vph v sec vph sec vph sec			

East Middle Road

PLANN	ING ANALYSI	S
Analyst: Kondala Rao I		
Agency/Co.: Stanley Const	ultants, In	ıc
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak hor	ur	
Urban Street: East Middle	Road	
Direction of Travel:		
Jurisdiction: Mohave Count	y, AZ`	
Analysis Year: 2040		
Project ID: Golden Valley Ranch Ma	ster Traffi	c Study
Traffic	Characteris	tics
3 1 3 1 3 1 5 5 1 3 3 5 5	0.77.0	
Annual average daily traffic, AADT	8500	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.500	
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	8
Roadway Ch	aracteristi	cs
Number of through lanes one direction	on, N 2	
Free flow speed, FFS	30	mph
Urban class	3	prr
Section length	1.40	miles
Median	No	=- \$1
Left-turn bays	No	
Signal Cha	ractoristic	a a
	racteristic	.5
Signalized intersections	2	
Arrival type, AT	3	
Signal type $(k = 0.5 \text{ for planning})$	Actuated	
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.600	
Res	ults	
Towns of the same	0500	4
Annual average daily traffic, AADT	8500	vpd
Two-way hourly volume	765	vph
Hourly directional volume	382	vph
Through-volume 15-min. flow rate	212	v
Running time	168.0	sec
v/c ratio	0.12	14
Through capacity	1726	vph
Progression factor, PF	1.000	303
Uniform delay	7.8	sec
Filtering/metering factor, I	0.997	
Incremental delay	0.1	sec
Control delay	7.9	sec/v
Total travel speed, Sa	27.4	mph
Total urban street LOS	В	

Hualapai Drive Extension

PLAN	NING ANALYSI	IS
Analyst: Kondala Rac		
Agency/Co.: Stanley Cor	sultants, Ir	nc
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak F		
	ive Extension	on
Direction of Travel:		
Jurisdiction: Mohave Cour	nty, AZ	
Analysis Year: 2040		
Project ID: Golden Valley Ranch M	laster Traffi	ic Study
Traffic	: Characteris	stics
Annual amerage daily traffic AADO	1 12000	rmd
Annual average daily traffic, AAD' Planning analysis hour factor, K	13000 0.090	vpd
Directional distribution factor, I		
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes		& bebught
referre carno from exerabive failer	, 50	•
Roadway (Characteristi	ics
Number of through lanes one direct	ion, N 2	
Free flow speed, FFS	30	mph
Urban class	3	4
Section length	2.20) miles
Median	No	
Left-turn bays	No	
Signal Ch	aracteristic	CS CS
Signalized intersections	2	
Arrival type, AT	3	
Signal type $(k = 0.5 \text{ for planning})$		
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.600	
Re	sults	
Annual average daily traffic, AADI	13000	and
Two-way hourly volume	1170	vpd vph
Hourly directional volume	585	vph
Through-volume 15-min. flow rate	325	v
Running time	264.0	sec
v/c ratio	0.19	see
Through capacity	1726	vph
Progression factor, PF	1.000	- F
Uniform delay	8.1	sec
Filtering/metering factor, I	0.990	
Incremental delay	0.2	sec
Control delay	8.4	sec/v
Total travel speed, Sa	28.2	mph
Total urban street LOS	В	<u>F</u>

Indian Wells Road Extension

PLANN	ING ANALYSI	IS				
Analyst: Kondala Rao						
Agency/Co.: Stanley Consultants, Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Indian Wells Road Extension						
Direction of Travel:						
Jurisdiction: Mohave Count	y, AZ					
Analysis Year: 2040	•					
Project ID: Golden Valley Ranch Ma	ster Traffi	c Study				
Traffic	Characteris	stics				
Annual average daily traffic, AADT	8000	vpd				
Planning analysis hour factor, K	0.090					
Directional distribution factor, D	0.500					
Peak-hour factor, PHF	0.900					
Adjusted saturation flow rate	1800	pcphgpl				
Percent turns from exclusive lanes	50	*				
Roadway Ch	aracteristi	.cs				
Number of through lanes one direction	on, N 2					
Free flow speed, FFS	30	mph				
Urban class	3					
Section length	1.30	miles				
Median	No					
Left-turn bays	Мо					
Signal Cha	racteristic	es				
Signalized intersections	2					
Arrival type, AT	3					
Signal type (k = 0.5 for planning)	Actuated					
Cycle length, C	90.0	sec				
Effective green ratio, g/C	0.600					
Resu	ılts					
Annual arrayage dails traffic AADM	0000	a				
Annual average daily traffic, AADT	8000	vpd				
Two-way hourly volume	720	vph				
Hourly directional volume Through-volume 15-min. flow rate	360	vph				
Running time	200	v				
v/c ratio	156.0	sec				
Through capacity	0.12	h				
Progression factor, PF	1726	vph				
	1.000					
Uniform delay Filtering/metering factor, I	7.7	sec				
— · · · · · · · · · · · · · · · · · · ·	0.997	909				
Incremental delay	0.1	sec				
Control delay	7.9 27.2	sec/v				
Total travel speed, Sa	/ 1 /					
Total urban street LOS	В	mph				

Mobile Road Extension

PLA	NNING ANALYSI	IS				
Analyst: Kondala Ra						
Agency/Co.: Stanley Consultants. Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Mobile Road Extension						
Direction of Travel:	u 2110011012011					
Jurisdiction: Mohave Cour	ntv AZ					
Analysis Year: 2040	1107, 112					
Project ID: Golden Valley Ranch	Master Traffi	ic Study				
120,000 ab. Octuen valle, namen	nabcor rrairs	ac scacy				
Traffi	c Characteris	stics				
Annual average daily traffic, AAD	T 23000	vpđ				
Planning analysis hour factor, K	0.090					
Directional distribution factor,						
Peak-hour factor, PHF	0.900					
Adjusted saturation flow rate	1800	pcphgp1				
Percent turns from exclusive lane		& bebuaht				
refeele caring from exclusive rane	B 30	ů				
Roadway	Characteristi	ics				
Number of through lanes one direct	tion N 3					
Number of through lanes one direc		mph				
Free flow speed, FFS Urban class	35	mph				
	3	0				
Section length	0.70	0 miles				
Median	No No					
Left-turn bays	ЙО					
Signal C	haracteristic	cs				
Ginnaliana internationa	•					
Signalized intersections	2					
Arrival type, AT	3					
Signal type (k = 0.5 for planning						
Cycle length, C	90.0	sec				
Effective green ratio, g/C	0.600					
R	esults					
Annual average daily twoffic 775	T 22000	and.				
Annual average daily traffic, AAD		vpd				
Two-way hourly volume	2070	vph				
Hourly directional volume	1035	vph				
Through-volume 15-min. flow rate	575	V				
Running time	75.3	sec				
v/c ratio						
	0.33					
Through capacity	0.33 1726	vph				
Progression factor, PF	0.33 1726 1.000	vph				
Progression factor, PF Uniform delay	0.33 1726 1.000 9.0	vph sec				
Progression factor, PF Uniform delay Filtering/metering factor, I	0.33 1726 1.000 9.0 0.952	-				
Progression factor, PF Uniform delay	0.33 1726 1.000 9.0 0.952 0.5	sec				
Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	0.33 1726 1.000 9.0 0.952 0.5 9.5	sec				
Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	0.33 1726 1.000 9.0 0.952 0.5	sec				
Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	0.33 1726 1.000 9.0 0.952 0.5 9.5	sec sec/v				

Ramada Road Extension

	PLANNI	NG ANALYSI	S			
Analyst: K	ondala Rao M					
Agency/Co.: Stanley Consultants. Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Ramada Road Extension						
Direction of Travel:						
Jurisdiction: Mohave County, AZ						
Analysis Year: 2040						
Project ID: Golden Vall		ter Traffi	c Study			
110,000 is. conden vana	0, 1011011 1101		0 00007			
	Traffic C	haracteris	tics			
Annual average daily tra	ffic, AADT	18000	vpd			
Planning analysis hour f	actor, K	0.090				
Directional distribution		0.500				
Peak-hour factor, PHF		0.900				
Adjusted saturation flow	rate	1800	pcphgpl			
Percent turns from exclu		50	8			
	_Roadway Cha	racteristi	cs			
Number of through lanes	one directio	on, N 2				
Free flow speed, FFS		35	mp	h		
Urban class		3				
Section length		2.40	mi	les		
Median		No				
Left-turn bays		No				
	Signal Char	acteristic	g			
			<u></u>			
Signalized intersections		2				
Arrival type, AT		3				
Signal type $(k = 0.5 \text{ for})$	planning)	Actuated				
Cycle length, C		90.0	sec			
Effective green ratio, g	/c	0.600				
	_	- .				
	Resu	ilts				
Annual average daily tra	ffic, AADT	18000	vpd			
Two-way hourly volume		1620	vph			
Hourly directional volum	е	810	vph			
Through-volume 15-min. f		450	v			
Running time		246.9	sec			
v/c ratio		0.26				
Through capacity		1726	vph			
Progression factor, PF		1.000	-			
Uniform delay		8.5	sec			
Filtering/metering facto	r. I	0.975				
Incremental delay	-, -	0.4	sec			
Control delay		8.9	sec/v			
Total travel speed, Sa		32.6	mph			
Total urban street LOS		A				
1000						

Sacramento Road Extension

	PLANNING ANA	LYSIS				
Analyst: Kondal	a Rao Mantri					
Agency/Co.: Stanley Consultants, Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Sacramento Road Extension						
Direction of Travel:						
Jurisdiction: Mohave County, AZ						
Analysis Year: 2040	0001101, 112					
Project ID: Golden Valley Ra	nch Master Ti	raffic Study				
110,000 121 001001 701107 100						
Tr	affic Charact	eristics				
Annual average daily traffic,	AADT 36000) vpd				
Planning analysis hour factor	, K 0.090)				
Directional distribution fact	or, D 0.500)				
Peak-hour factor, PHF	0.900)				
Adjusted saturation flow rate	1800	pcphgpl				
Percent turns from exclusive	lanes 50	8				
_						
Road	way Characte	ristics				
Number of through lanes one d	irection, N	3				
Free flow speed, FFS		45 mph				
Urban class		2				
Section length		1.10 miles				
Median		Yes				
Left-turn bays		Yes				
Sign	al Character:	stics				
		stics	 			
Signalized intersections	2	stics				
Signalized intersections Arrival type, AT	2 3	stics				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan	2 3	_				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C	2 3	_				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan	2 3 ning) Actua	ated sec				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C	2 3 ning) Actua 90.0	ated sec				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C	2 3 ning) Actua 90.0 0.600 Results	ated sec				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic,	2 3 ning) Actua 90.0 0.600 Results AADT 36000	sec))) vpd				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240	sec vpd vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620	sec))) vpd				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900	sec vpd vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9	sec vpd vph vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28	sec vpd vph vph vph vec sec				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28 3240	sec vpd vph vph vph v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28	sec vpd vph vph vph v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28 3240	sec vpd vph vph vph v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28 3240 1.000	vpd vph vph vph vph vph v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28 3240 1.000 8.6	ated sec vpd vph vph vph v sec vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28 3240 1.000 8.6 0.975	vpd vph vph vph vph v sec vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28 3240 1.000 8.6 0.977 0.2	vpd vph vph vph vph vph sec vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	2 3 ning) Actua 90.0 0.600 Results AADT 36000 3240 1620 ate 900 95.9 0.28 3240 1.000 8.6 0.977 0.2 8.8	vpd vph vph vph vph sec vph sec sec				

TC Connector

PLI	ANNING ANALYS	IS
Analyst: Kondala Ra		
	onsultants, Ir	nc
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak	Hour	
Urban Street: TC Connect	er	
Direction of Travel:		
Jurisdiction: Mohave Cou	ınty, AZ	
Analysis Year: 2040		
Project ID: Golden Valley Ranch	Master Traffi	ic Study
Traff	ic Characteris	stics
	Sm. 04500	1
Annual average daily traffic, AAI		vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, Peak-hour factor, PHF		
Adjusted saturation flow rate	0.900 1800	nanhani
Percent turns from exclusive lane		pcphgpl %
refeele culls from exclusive fair	טע מפ	•
Roadway	Characteristi	ics
Number of through lanes one direc	ction, N 2	
Free flow speed, FFS	30	mph
Urban class	3	<u>p-1-</u>
Section length	1.30) miles
Median	No	
Left-turn bays	No	
Signal (Characteristic	38
Signalized intersections	2	
Arrival type, AT	3	
Signal type $(k = 0.5 \text{ for planning})$	g) Actuated	
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.600	
	Results	
**************************************	NIII 04500	. a
Annual average daily traffic, AAI		vpd
Two-way hourly volume	2205	vph
Hourly directional volume	1102	vph
Through-volume 15-min. flow rate	612	v
Running time v/c ratio	156.0	sec
	0.35	rmh
Through capacity Progression factor, PF	1726	vph
Uniform delay	1.000	800
_	9.1	sec
Filtering/metering factor, I Incremental delay	0.943 0.5	900
Control delay	9.7	sec sec/v
Total travel speed, Sa	26.7	mph
Total urban street LOS	В	mpri
	~	

West Loop Road

	NG ANALYSI	S			
Analyst: Kondala Rao M					
Agency/Co.: Stanley Consu					
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Hou					
Urban Street: West Loop Road					
Direction of Travel:					
Jurisdiction: Mohave County	, AZ				
Analysis Year: 2040					
Project ID: Golden Valley Ranch Mas	ster Traffi	c Study			
Traffic (Characteris	tics			
Annual average daily traffic, AADT	23000	vpd			
Planning analysis hour factor, K	0.090				
Directional distribution factor, D	0.500				
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	&			
Roadway Cha	racteristi	.cs			
Number of through lanes one direction	m N 2				
Free flow speed, FFS	· · · · · · · · · · · · · · · · · · ·	mph			
Urban class	35 2	mph			
Section length	3.20	miles			
Median	Yes	III.162			
Left-turn bays	Yes				
nere curn bays	168				
Signal Char	acteristic	ıg.			
-	2	<u> </u>			
Signalized intersections Arrival type, AT		<u> </u>			
Signalized intersections Arrival type, AT	2	<u> </u>			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	2 3	sec			
Signalized intersections Arrival type, AT	2 3 Actuated				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C	2 3 Actuated 90.0				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C	2 3 Actuated 90.0 0.600				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resu	2 3 Actuated 90.0 0.600	sec			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resu Annual average daily traffic, AADT	2 3 Actuated 90.0 0.600	sec			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resu	2 3 Actuated 90.0 0.600	sec vpd vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 alts	sec			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 .lts	sec vpd vph vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	2 3 Actuated 90.0 0.600 .lts	vpd vph vph vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	2 3 Actuated 90.0 0.600 0.1ts	vpd vph vph vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	2 3 Actuated 90.0 0.600 0.1ts	vpd vph vph vph v			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity	2 3 Actuated 90.0 0.600 0.1ts	vpd vph vph vph v			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	2 3 Actuated 90.0 0.600 1ts	vpd vph vph vph v sec vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	2 3 Actuated 90.0 0.600 Actuated 90.0 0.600 Actuated 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6	vpd vph vph vph v sec vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	2 3 Actuated 90.0 0.600 1lts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6 0.974	vpd vph vph v sec vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	2 3 Actuated 90.0 0.600 alts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6 0.974 0.3	vpd vph vph v sec vph sec vph			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Result Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	2 3 Actuated 90.0 0.600 1lts	vpd vph vph v sec vph sec vph sec			

Results Summary

GOLDEN VALLEY RANCH MASTER TRAFFIC STUDY RESULTS FROM THE HCS ANALYSIS

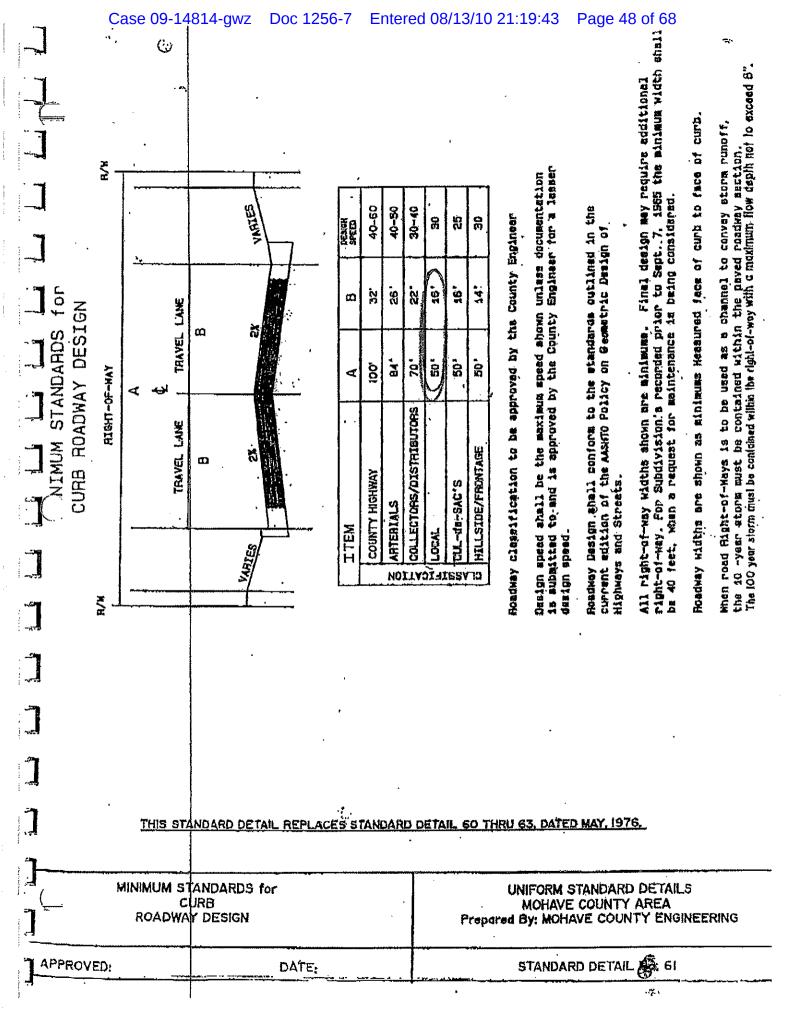
Roadway	Number of Lanes	Design Speed (mph)	2015 LOS	2025 LOS	2040 LOS
Aquarius Drive	4	40	A	A	Α
Aztec Road	6	45	A	A	A
Bacobi Road	4	45	A	A	A
Colorado Road	4	45	Α	A	A
Sacramento Road	4	40	A	A.	Α
Shinarump Road	6	45	A	A	A
Tombstone Trail	4	40	A	A	A

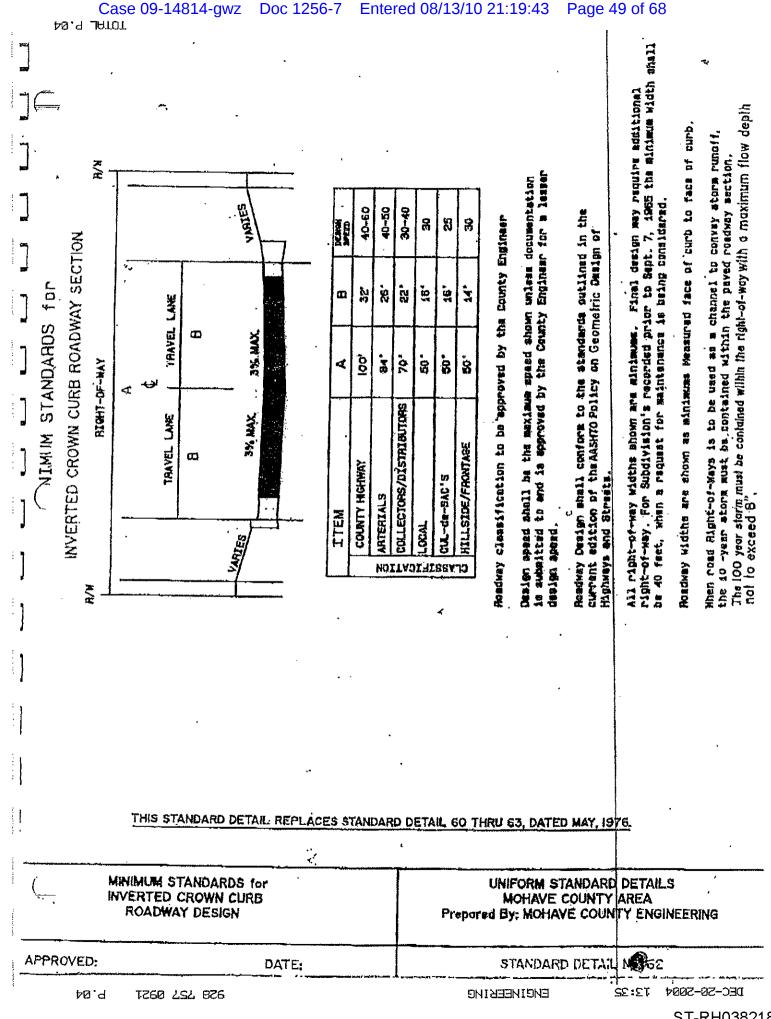
Roadway	Number of Lanes	Design Speed (mph)	2015 LOS	2025 LOS	2040 LOS
Aztec Road Extension	6	45	Α	A	Α
Bacobi Road Extension	4	35	В	В	В
Centennial Road Extension	4	35	A	В	В
Cerbat Road Extension	4	35	A	A	A
East Loop Road	4	35	В	В	В
East Middle Road	4	30	В	В	В
Hualapai Drive Extension	4	30	В	В	В
Indian Wells Road Extension	4	30	В	В	В
Mobile Road Extension	4	35	В	В	В
Ramada Road Extension	4	35	A	A	A
Sacramento Road Extension	6	45	A	В	В
Town Center Connector	4	30	В	В	В
West Loop Road	4	35	В	В	В

Appendix C

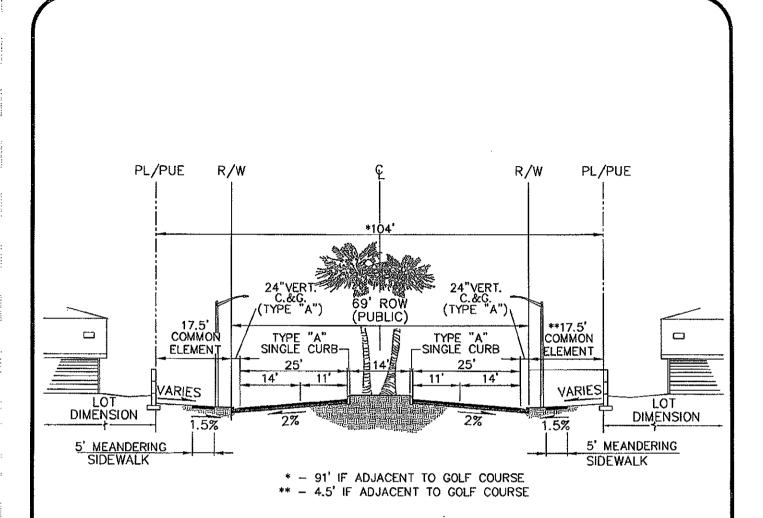
Standards

Mohave County Public Works Typical Roadway Sections





Golden Valley Ranch Project Specific Typical Roadway Sections



TYPICAL LOOP RD. #1 STREET SECTION (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

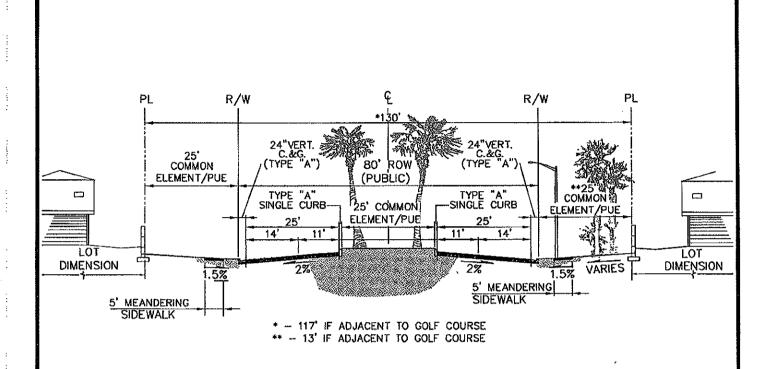


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-G

DATE: 20 DEC 2005



TYPICAL LOOP RD. #2 STREET SECTION

(PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

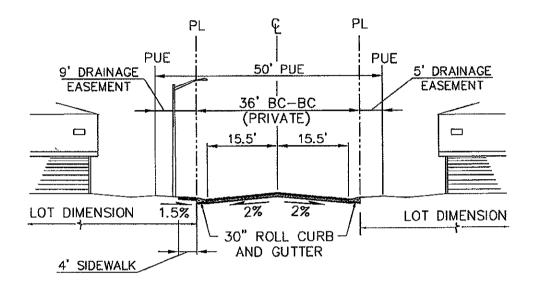


Stanley Consultants INC.

5820 S. ÉASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-H

DATE: 20 DEC 2005



TYPICAL LOCAL STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

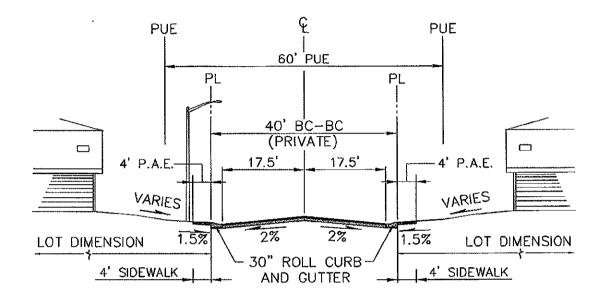


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

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FIGURE I-A

DATE: 20 DEC 2005



TYPICAL COLLECTOR STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

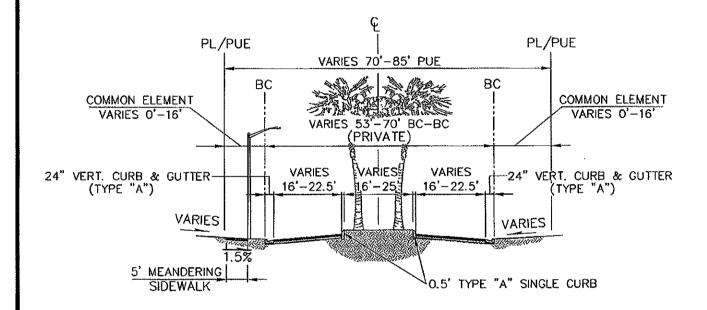


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-B

DATE: 20 DEC 2005



TYPICAL ENTRY STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

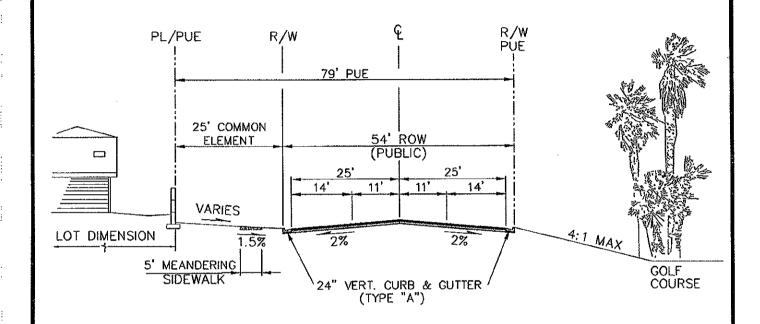


Stanley Consultants INC.

5820 S. ÉASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-C

DATE: 20 DEC 2005



TYPICAL MINOR ARTERIAL STREET SECTION FRONTING GOLF COURSE (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

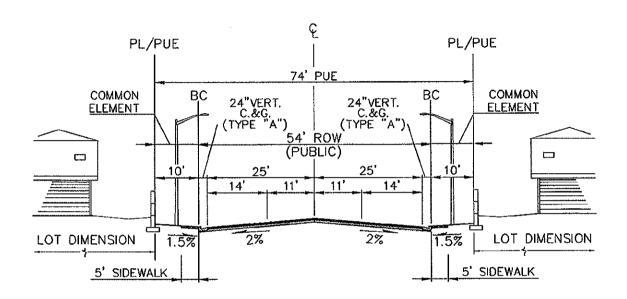


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369–9396 Fox (702) 369–9793 SCALE: NOT TO SCALE

FIGURE I-D

DATE: 20 DEC 2005



TYPICAL MINOR ARTERIAL STREET SECTION (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

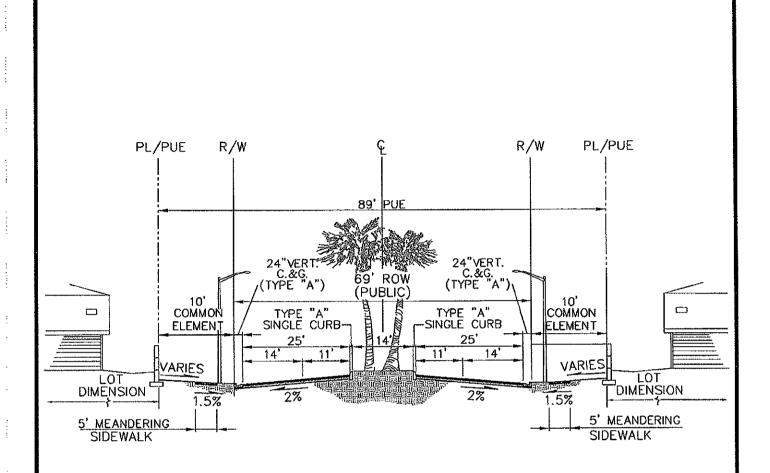


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-E

DATE: 20 DEC 2005



TYPICAL MINOR ARTERIAL STREET SECTION WITH MEDIAN (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

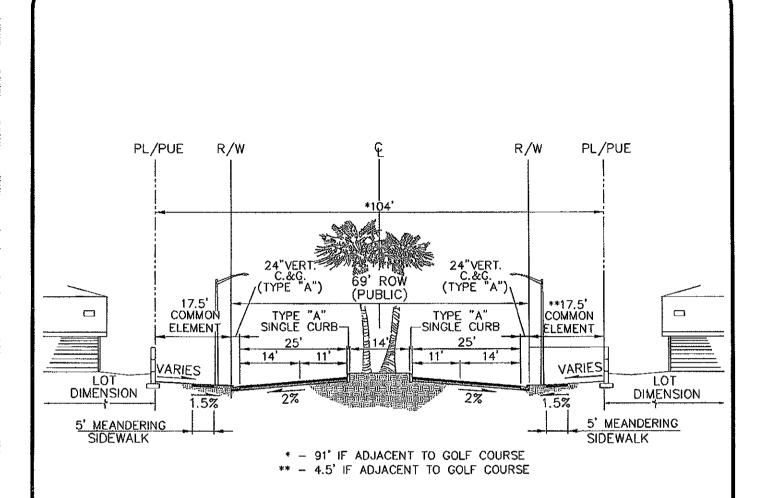


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369—9396 Fax (702) 369—9793 SCALE: NOT TO SCALE

FIGURE 1-F

DATE: 20 DEC 2005



TYPICAL LOOP RD. #1 STREET SECTION (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

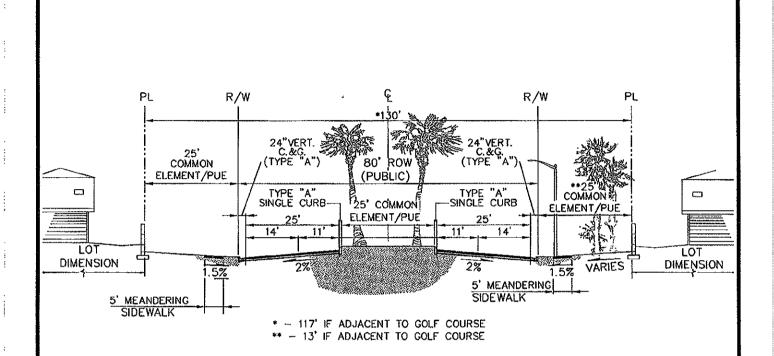


Stanley Consultants INC.

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fax (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-G

DATE: 20 DEC 2005



TYPICAL LOOP RD. #2 STREET SECTION
(PUBLIC)
NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

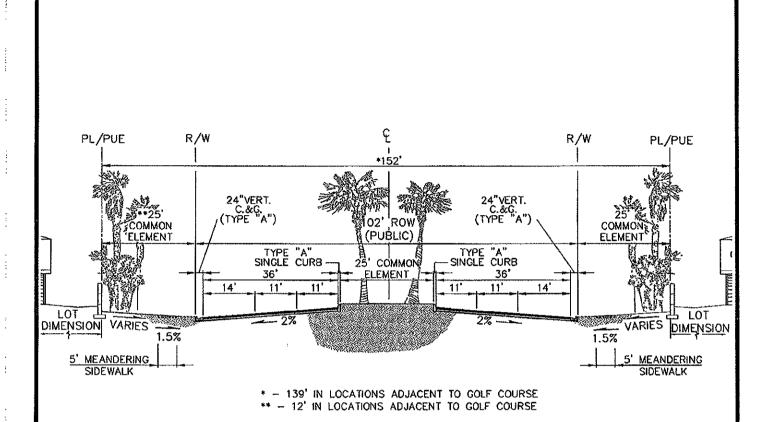


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fax (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-H

DATE: 20 DEC 2005



TYPICAL MAJOR ARTERIAL STREET SECTION

(PUBLIC)
NORTH OF GOLF COURSE FROM
ROUND-A-BOUT TO SHINARUMP

NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

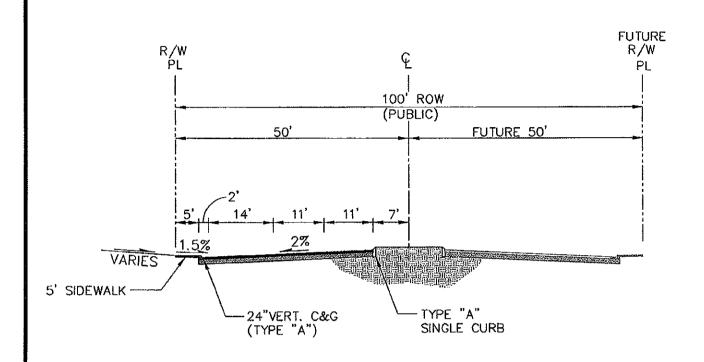


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-I

DATE: 20 DEC 2005



TYPICAL 100' RIGHT-OF-WAY

HALF STREET SECTION

NOT TO SCALE

(PUBLIC)
SECTION LINE ROADWAYS

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

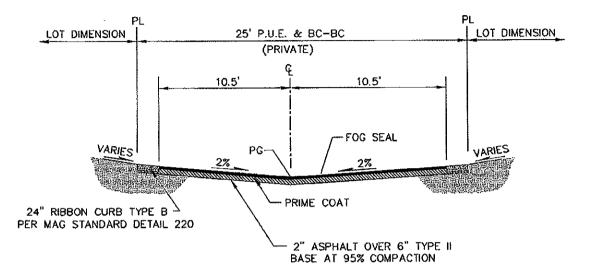


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fax (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-J

DATE: 20 DEC 2005



NOTE: FINAL PAVEMENT SECTIONS TO BE BASED ON ADDITIONAL R-VALUE TESTS PERFORMED DURING CONSTRUCTION OF THE ACTUAL SUBGRADE MATERIALS AND TRAFFIC INFORMATION.

TYPICAL ALLEY STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH



Stanley Consultants INC 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fax (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-K

DATE: 20 DEC 2005

City of Mesa Intersection Layouts

MESA STANDARD DETAILS

Amendment to the Jniform Standard Details



CITY OF MESA Great People, Quality Service! ENGINEERING 2005

EFFECTIVE DATE March 1, 2005

